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11, QUEEN'S ROAD CENTRAL.
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The Hongkong Telegraph.

FOUNDED 1841 六拜禮 號六廿 正英港香 SATURDAY JANUARY 26, 1924. 日廿月一十年二四二

Firestone Most Miles Per Dollar.
There are good tires and there are better tires. Whether you judge by certified road test results, or by the general preference of the skilled racing drivers, or by the satisfactory service rendered to, and unsolicited testimonials from, thousands of motorists, the universal conclusion is that Firestone Gum Dipped Cords give exceptional mileage, comfort and security.
THE DRAGON MOTOR CAR CO., LTD.

UNDER LABOUR RULE. GROWING CONFIDENCE IN POLITICAL OUTLOOK. (Reuter's Service.)

London, January 25.
The Stock Exchange is strong under the lead of gilt-edged securities. There is growing confidence in the political outlook, together with the speeches of the chairmen at meetings of the leading banks. Buying is emanating from London and the provinces. Consols are now 56 1/4, whilst War Loan is quoted at 100.
A Mission to Russia.
London, January 25.
It is stated that the Government is immediately sending a mission to Moscow, headed by Mr. O'Grady, to arrange for the resumption of full diplomatic relations.
Sound Attitude Towards India.
London, January 25.
The full text of the message by Mr. Ramsay MacDonald, published in the *Herald*, has been received by Reuter. It is dated the 24th inst. and emphasises the conviction that progress, if it is to be well-rooted, can only be carried on constitutionally. He can see no hope in India if it becomes the arena of a struggle between Constitutionalism and Revolution.

THE RAILWAY STRIKE. SOME HOPEFUL SIGNS.

London, January 25.
While the railway peace negotiations have apparently reached deadlock, a number of N.E.R. men who joined the strikers are returning to work in various places, notably at Hull, where 300 decided to resume after a five-hour meeting, the voting in favour of resumption being 122 to 37. Some members of the Locomotive Engineers' Society are also said to be resuming.
A further hopeful sign is that Mr. Ramsay MacDonald has instructed the Ministry of Labour to inquire into the strike and report to the Cabinet.
Meanwhile, practically all the colliers in South Wales are now idle and all tinplate and steel works are closing down.

FRANCO-CZECHO-SLOVAKIAN PACT. TO UPHOLD THE PEACE TREATIES.

Paris, January 25.
The Franco-Czecho-Slovakian Treaty has been signed.
The two countries proclaim their respect for international engagements, and their desire for the maintenance of peace in Europe and fidelity to obligations as defined in the peace treaties. They declare they are ready to take concerted action on external questions likely to endanger their security, and agree regarding their measures to be taken in the event of peril. They affirm their adherence to the political principles contained in Article 18 of the Treaty of Saint Germain, and their desire to adopt a common policy against any attempt to restore the Hohenzollern or Hapsburgs.

DUTCH INDIES TAXES. UNDERTAKING RE OIL LEVY.

The Hague, January 25.
The Lower House has adopted by 53 to 13 votes a Bill retaining the tax on agricultural produce in the Dutch East Indies, and introducing a tax on oil. The Minister for the Colonies in the course of the debate said the oil tax would not be extended beyond 1924, even if the revision of the fiscal legislation of the Indies be unfinished before January, 1925. The House carried without division a Bill repealing the export duty on oil.

THE OUTLOOK IN SOUTH AFRICA.

Cape Town, January 25.
There were brilliant scenes at the opening of Parliament. The new Governor-General, the Earl of Athlone, in a speech said that while conditions were generally improving, the farmers in considerable areas were suffering severely from the long-continued drought and invasions by locusts on a scale unknown in recent times. Unemployment was happily diminishing. Railway constructing proposals included the electrification of certain lines in Natal and the Cape Province and the building of a line in North Zululand in order to open up a large tract where cotton-growing was successfully proceeding.

JAPANESE COMPETITION IN EAST AFRICA.

London, January 25.
Reporting on the trade of East Africa, the British Trade Commissioner warns the United Kingdom manufacturers that in addition to competition from the Continent and India, Japanese manufacturers have now obtained at least a temporary domination of the market for unbleached piece goods and are now extending their activities to Manchester lines.

SUGGESTED INDIAN BOYCOTT.

Delhi, January 25.
Mr. Patel, a Swarajist, has given notice of a series of resolutions in the Assembly urging on the Government a boycott of British Empire goods and the imposition of an extra fifteen per cent. tariff on Empire goods as a protest against the treatment of Indians overseas.

AUSTRALIAN SQUADRON MAY VISIT JAPAN.

Sydney, January 25.
Referring to the Japanese Admiral's suggestion, Mr. Bowden said it was impossible for an Australian squadron to visit Japan in 1924, but he would ask the Cabinet to send a squadron in 1925.

ITALIAN ELECTIONS FIXED.

Rome, January 25.
A decree has been published dissolving Parliament and fixing the elections for April 6th.

"BE PREPARED" POLICY.

STRONGER PANAMA DEFENCES URGED.

Colon, January 25.
The umpire's report on the recent naval manoeuvres asserts that the Panama Canal is at present open to attack by aircraft bombardment and naval raids, and recommends increased elevation for the long-range guns on the older battleships, the increase of the coast defences and shore garrisons, the strengthening of the aircraft and anti-aircraft forces, and the construction of longitudinal and latitudinal roads for the garrison.

ST. GEORGE'S BUILDING. BOUGHT BY SHEWAN, TOMES AND CO.

TO BE RE-NAMED "KEE CHONG" HONG.

We are informed that negotiations have been concluded between the Hongkong Land Investment and Agency Co., Ltd. and Messrs. Shewan, Tomes and Co., as General Managers of the Hongkong and Territorial Estates, Limited, for the purchase by the latter of St. George's Building.
This property is well known and the building, standing on its own ground, occupies a very prominent position in the most central and important European business centre of the colony, facing the harbour and opposite the Star Ferry Pier and bordered by Charter Road and Lee House Street.

Messrs. Shewan, Tomes and Co. are to be congratulated on their acquisition and enterprise, as not only have they now secured permanent offices for the large number of Companies under their management, but they will also be able to provide accommodation for their large and expanding business.
We understand that the building will eventually be re-named "Kee Chong" Hong.

TO-DAY'S ROYAL WEDDING.



Above are H. H. Prince Hirohito, Regent and Heir to the Japanese Throne, and Princess Nagako, who are to be married to-day.

THE B.G. ARMS HAUL.

SEQUEL IN COURT.

In connection with the big seizure of arms which took place yesterday morning on board the s.s. Bendoran, we learn to-day that the Captain had his suspicions of arms being on board all the way out from Home and the ship was searched at each port without result. The search at Hongkong, however, was successful in the discovery of a large quantity. But it is presumed that all the arms were not found, owing to what took place as the boat was leaving for the North yesterday afternoon. A motor boat was seen to be following the ship making signals, and one of the officers saw two of the ship's cooks carry a sack heavily laden, and dump it over the side of the ship. The Captain was informed and he immediately turned his ship about, informed the Water Police, and had the two men arrested. The police later found two sampans dredging at the spot where the sack was dumped.
Before the Marine Magistrate this morning, the two cooks were sentenced to two months' hard labour for dumping goods to prevent seizure.
The Captain stated that the two men joined his ship on the recommendation of the chief cook.
The men's story was that the Chief Steward had ordered them to throw the sack overboard, but this was denied by the man in question.

COLONY'S FINANCES.

OUR GROWING CREDIT BALANCE.

The statement of revenue and expenditure for the first ten months of last year show that the Colony's credit balance has again increased. On October 31st, it was \$16,820,834, as compared with \$16,446,925 at the end of September.
The total revenue for the period was \$20,448,014, compared with \$18,393,669 for the same period last year, licences and internal revenue showing an advance of over a million dollars, while the expenditure came to \$16,385,822, as against \$14,130,563 last year.
The revenue for October month was \$2,218,175, compared with \$2,000,753 in 1922, whilst the expenditure was \$1,844,265, as against \$1,798,685 for October of 1922.

DAY BY DAY.

Four men have been brought down from Canton in investigations into the Tai Lee piracy. After being put up for identification, they will appear before the Magistrate.

A hockey match between representatives of Oxford and Cambridge Universities took place on the U.S.R.C. ground on Thursday, Cambridge winning by one goal.

EDUCATION OF CHINESE GIRLS.

H. E. THE GOVERNOR SEES BRIGHT PROSPECTS.

In the course of his speech at the ceremony of opening the new St. Stephen's Girls' College building, performed by Lady Stubbs (as reported by us yesterday) H. E. the Governor said that Lady Stubbs desired him to say how pleased she was with the successful issue of the financial campaign inaugurated at Government House some years ago with regard to the new building. Sir Robert Ho Tung, who had himself taken a prominent part in the campaign, would shortly unveil a memorial tablet. Lady Stubbs also desired that he (the speaker) should offer, on behalf of the school, their thanks to all the generous subscribers. He himself expressed his sincere wishes for the future prosperity of the institution.
Sir Edward Stubbs added that he expected the time to come when the Hongkong University would further develop the women's side. At the present day China afforded the greatest field for the education of women, and they would in time come to take a very large part in the affairs of their country. Once China's internal troubles be ended, girls educated here and in Canton would have opportunities to mould the future of their country. He hoped soon to see a permanent hostel for lady students of the University, run under the auspices of St. Stephen's Girls' College. However, there was also a great opening for students who took the University course yet remained under control of their parents in this Colony.

BRUTAL ATTACK AT SEA.

ASSAILANT ATTEMPTS SUICIDE.

The s.s. Cheungshang, which arrived in port yesterday afternoon, reports a case in which, whilst the boat was on the run from Bangkok to Hoihow, a Chinese passenger attached with an axe a relative of the commander who was in his bunk at the time. Serious injuries were inflicted.
After committing the attack, the assailant jumped overboard, but a boat was lowered and after about half an hour the man was rescued. The injured man was left in hospital at Hoihow, whilst his assailant was handed over to the police on the steamer.

QUEEN'S COLLEGE.

YEAR'S WORK REVIEWED.

This morning, His Excellency the Governor distributed the prizes at Queen's College. The hour at which the function took place precludes us from giving a report of the proceedings but from the annual report of the Headmaster (Mr. B. Tanner) we make the following extracts:—
ATTENDANCE.
The total number of students in attendance during the year ending November 30th, 1923, was 839, being just 40 more than in the previous year. Of this total, all, with the exception of 12 boys, were enrolled at the beginning of the year. The District Schools, as usual, supplied the great majority of boys enrolled, after competitive examination, in the Upper School, where we admitted no fewer than 180 boys from these schools to that various sections of Class 3. The number of school days during 1923 was 206 as compared with 226 in 1922. The average daily attendance throughout the year was 678, being an increase of 33 over that of the previous year.

DISCIPLINE.

The discipline, control, and general tone of the school have been maintained at the same high level of excellence at which we always aim, and this notwithstanding the marked reduction in the average age of our boys brought about by the strict enforcement of an age limit for each class. The excellent tone and general all-round good feeling prevailing in the play grounds and among the boys generally when not under the direct supervision of members of the staff reflect the greatest possible credit upon the school Prefects and other senior boys responsible.

ORGANISATION.

The sub-division of certain sections of English classes, for the teaching of Vernacular introduced during the year has, by enabling Vernacular masters to give boys a greater amount of individual attention, been productive of very gratifying results.
HEALTH OF SCHOOL.
The health of the school was, on the whole, better than usual. Dr. Esler examined 215 newly enrolled boys; of these 94 were recommended by him for further treatment because of defective vision; they received additional attention from Dr. Morrison and 91 of them were supplied with spectacles. In November we were all vaccinated. To the medical staff of the Alice Memorial Hospital I have to offer our customary expression of thanks for their prompt attention to minor casualties and for their kindness in reporting upon and prescribing for boys suffering from slight ailments.

STUDIES.

In our class-rooms and laboratories the year has been marked by a cheerful atmosphere of steady work and effort, and although examination results in several instances leave much to be desired, I feel that the work itself may justly be described as highly satisfactory.
After referring in detail to the results of the November examinations, the Headmaster spoke of the perennial falling off in numbers in Class 3, saying:—I should like to explain that quite a number of boys regularly seek admission here for the sole purpose of enabling them to describe themselves as Queen's College boys. Occasionally such a boy presents himself and applies for a leaving certificate after being here for a mere matter of a week or two. This has led to the introduction of a rule by which no boy is now granted such a certificate until he has been in attendance for at least six months and has taken a half-yearly or an annual examination. For some years, also, no leaving certificate has been issued without having the photograph of the applicant, and other preliminary measures being taken. I first

MOTOR ACCIDENT.

GOVERNMENT SERVANT INJURED.

Mr. L. D. Martyn, an engineer of the Public Works Department, was severely injured on the head when he pitched forward from his seat in a taxi in a motor collision occurring yesterday afternoon.
At the junction of Park and Bonham Roads, the taxi in which Mr. Martyn was a passenger, came into collision with a motor car turning into Bonham Road and proceeding east from the opposite direction. Both vehicles were damaged. Mr. Martyn was thrown forward by the force of the impact and his head came into contact with the wind screen and woodwork, causing injuries which necessitated his removal to the Government Civil Hospital.
The motor car was owned and driven by Li Shui-buen, a student living at No. 2 Calder Path.

TO-DAY.

Closing Exchange 2s. 4. 1/16.
Lighting Up-Time 6.07 p.m.

were necessary some years ago when, after correspondence with the then Postal Commissioner in Canton, it was discovered that certain unprincipled holders of the older certificates were turning them out to account by letting them out on hire to applicants for positions in the Chinese postal department and other places and so enabling them to pose as old Queen's boys.

Mr. Tanner then spoke of the Junior Local Examinations, saying altogether 26 distinctions were scored by Junior Local candidates one boy, Chang Iu-man, the top boy on the Science side, obtaining no less than five. Dealing with Matriculations, Mr. Tanner said that of the 17 boys who matriculated, four obtained distinctions, while Ching Hing-chow and Chan Yik-king were awarded honours; the former, the Head Prefect and Top Boy of the School was also the winner of the President of China Scholarship. Ho Ka-ming won a Canton Government Scholarship and six boys were appointed Student Teachers in training at the University.

The Headmaster further stated:—Since the University examinations have simply taken the place of our old Annual Class 1 and Class 2 examinations for promotion, it has been our regular practice to enter for such examinations every boy in these classes. There is no blinking the fact, however, that for a certain proportion of the boys who have qualified for promotion to these classes, a year is all too short to enable them to cover satisfactorily the syllabus of work laid down; and the trouble is that in many cases, such boys as fail to pass the Junior Local at the first attempt, instead of availing themselves of the opportunity offered of remaining here a second year in Class 2, simply disappear, sometimes without even applying for a leaving certificate.

A SATISFACTORY YEAR.

Mr. Tanner referred to other activities of the College and concluded:—Altogether, the year 1923 may, I think, be set down as a prosperous and satisfactory one for Queen's College. All our social organisations are very vigorously alive and continue to play an important part in the existence of the school. The Old Boys' Association under the Presidency of Sir Robert Ho Tung still flourishes and to its members we are grateful for numerous gifts of sports prizes and books. In particular to Mr. Ho Kwong for having again provided special prizes for Vernacular Composition to Mr. Henry G. Leong for undertaking to provide annually special prizes for English Composition in Classes 1, 2 and 3, and to Messrs. P. E. and A. S. Ellis for making themselves responsible for the same way for special prizes in Chinese.

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JAPANESE BOOT AND SHOE
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Now Situated Corner Flower St.

BOXING.

GOOD FIGHTS PROMISED.

Fight followers will be treated
to a pugilistic feast by the Hong-
kong Boxing Association on Friday,
February 8th (not the 9th as original-
ly intended) when the Association
will present to their members and
patrons a fifteen rounds contest
between A. R. Chadwick and
Stoker P. O. Jim Cartridge for the
featherweight championship of the
Colony and Scott Harston belt.
Besides they are offering six minor
contests.Chadwick, as is well-known, is the
holder of the lightweight champion-
ship belt, while Cartridge is the
Imperial Service featherweight
champion, and is only a recent
arrival from the homeland. Chad-
wick, since his arrival on the China
Station, has been carrying all
before him and has had the good
fortune not to taste the bitterness
of defeat. His intention is to carry
on and not to let Cartridge prove
a stumbling block in his path.
Chadwick's record in the East, is
brilliant in the extreme. Matty K.
Smith, the American, and Billy
Tingle, the Australian, have been
held to a draw by him in Shanghai.
Tingle erroneously claimed the
bantamweight champion of Aus-
tralia, is considered by many expert
critics to be good enough to hold
his own with the world's front
rankers in his division. In Car-
tridge, however, Chadwick will be
meeting one of the toughest pro-
positions in his short but brilliant
career, as the former is considered
one of the best men of his weight
in Europe. Cartridge has been
muzzling with such men as Danny
French (considered by many to be
the best of his poundage in Eng-
land) Joe Conn and a host of others.
His full record, together with
Chadwick's, will be published later
for the information of fight fans.
Both are training hard and will be
in the best possible condition by
the time the 8th February arrives.

Other Fights.

The rest of the card is as follows:

Ten rounds, A. R. Eardley, H.M.S.

Amphibious versus P. T. I. Harris,

H.M.S. Darban, lightweights.

Six rounds, A. B. Edwards,

H.M.S. Despatch versus P. T. Pooley,

East Surreys, welterweights.

Six rounds, Corp. Eades, East

Surreys versus Telegraphist Bates,

H.M.S. Titania, featherweights.

Six rounds, Lance Corp. Major,

East Surreys, versus A. B. Patmore,

H.M.S. Ambrose, flyweights.

Six rounds, Bandsman Wareham,

East Surreys versus A. B. Bland,

H.M.S. Despatch, lightweights.

Six rounds, Sergt. Tribe, R.G.A.,

versus Stoker P. O. Hector, H.M.S.

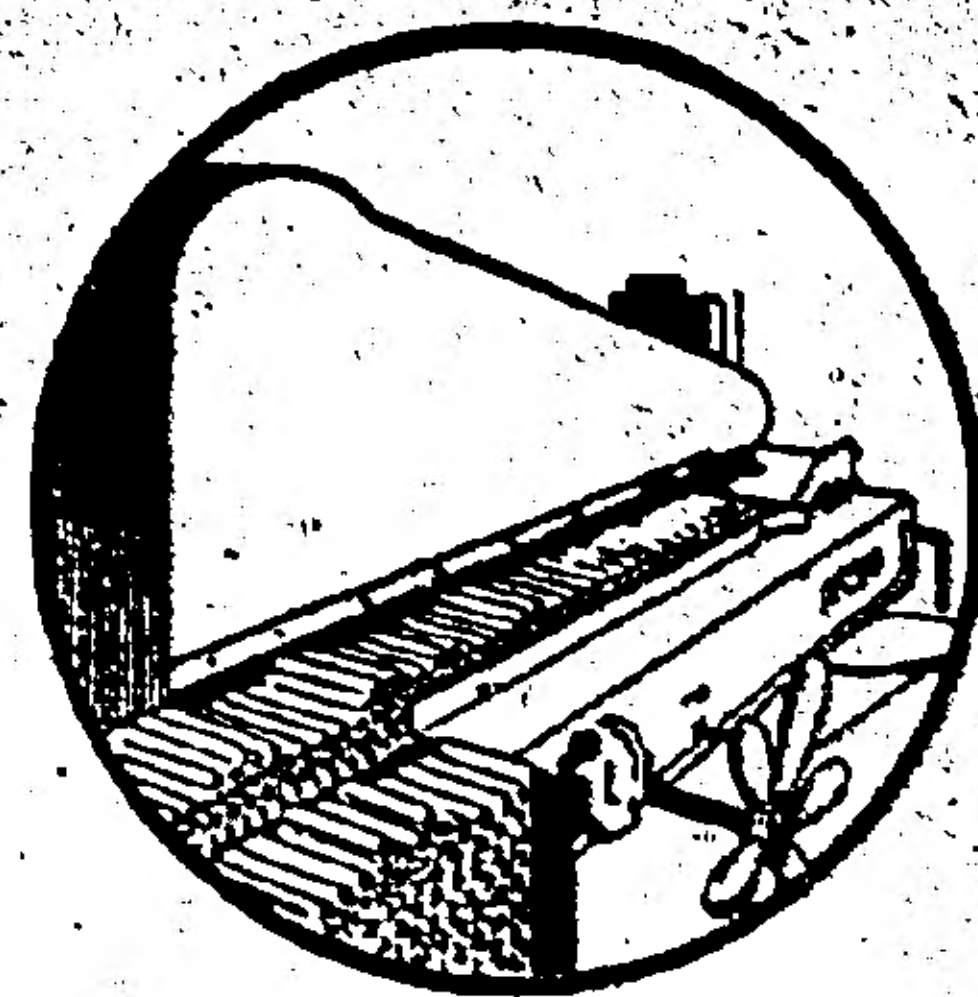
Darban, welterweights.

Eardley is the lightweight cham-
pion of the China Squadron, and
it was he who knocked out Wrigley
at the last tournament. P. T. I.
Harris, billed to meet Eardley, was
knocked out by Jim Cartridge in
seven rounds, and has also fought a
draw of fifteen rounds with our old
friend Rattler Morgan. Both these
contests were fought at home.

Harris also knocked out the Arab

Boy, taken to England by Victor

McLagan, heavyweight boxer and

promoté-marshal of Bagdad. Practi-
cally all the rest of the men have
performed before the local public.The main event will be fought
under National Sporting Club rules,
which means, that, a man must
defend himself at all times, while
the remaining contests will be
fought under I.S.B.A. rules.HYGIENIC
MACHINE-MADE
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MACHINE-MADE CIGARETTES
are more HYGIENIC and more
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EARLIER SPECIAL CABLES.

(United Press Service to the "Telegraph").

GERMAN "KULTUR" AGAIN.

Berlin, Jan. 25.

Mr. Onno, a Japanese Councillor, speaking at a reception, said
that he hoped Japan and Germany would always stand together in
matters of culture.

PEACE NEAR IN MEXICO.

Tampico, Jan. 25.

De la Huerta has ordered all mines to be removed from the
harbours. The American battleships have been withdrawn, and
peace is believed to be near.

LIQUOR TREATY.

Washington, Jan. 25.

Until the Liquor Treaty is actually ratified, the old coastal
limit will be respected.

ANOTHER AMERICAN CAPTURE.

New York, Jan. 25.

Prince Youssouboff has sold a string of pearls to Mrs. Peter
Gerry for \$400,000.

EARLIER TELEGRAMS.

PETROGRAD BECOMES "LENINGRAD."

Moscow, Jan. 25.

The name of Petrograd has been changed to Leningrad. M.
Lenin's funeral is postponed until Sunday, to accommodate the
numerous demands to view the body.

Moscow, Jan. 25.

The Petrograd Soviet has decided to rename the city Leni-
grad.—Reuter.

ITALY AND GERMANY.

Berlin, Jan. 25.

Subject to the approval of the Reparations Commission an
Italo-German agreement has been reached regarding deliveries
under which Italy waives certain claims.—Reuter.

RUMANIAN FINANCE.

Paris, Jan. 25.

The Rumanian Government has decided to cancel the request
to France for a loan of one hundred million francs to which it is
understood the French Government was favourable.—Reuter.

SINGAPORE SCHEME.

London, Jan. 25.

Reuter's Agency is officially informed that the report that the
government have decided to abandon the Singapore scheme is quite
untrue. The question has not even been discussed.—Reuter.

DOINGS OF THE DUFFS

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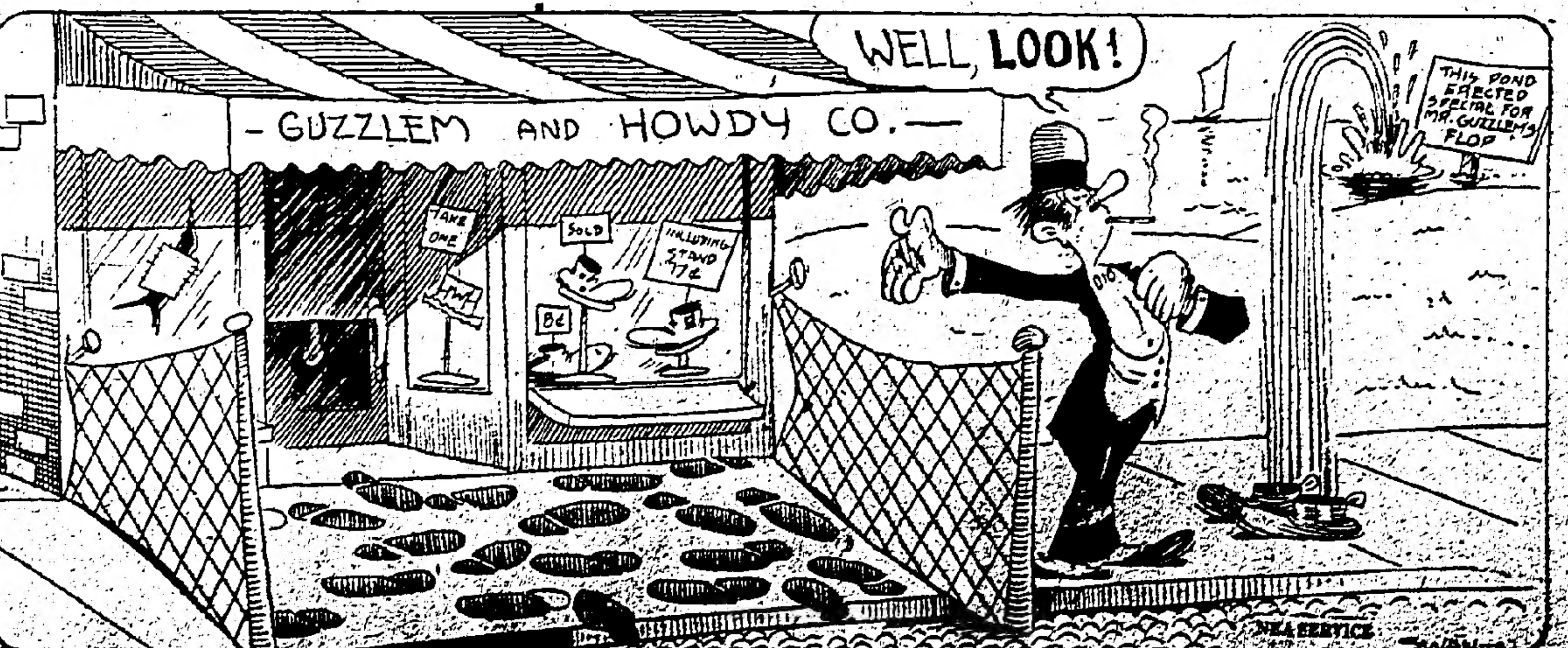
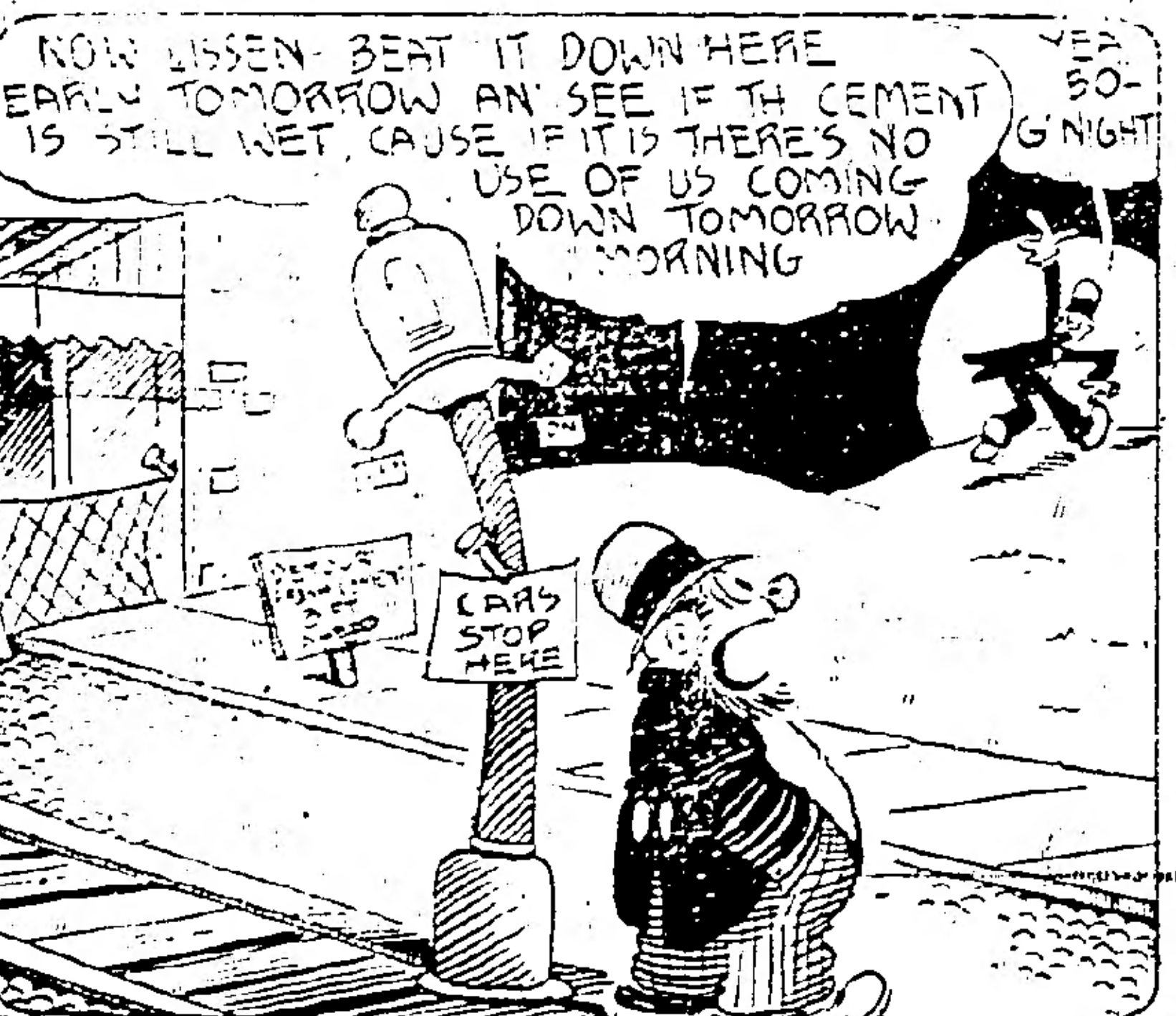
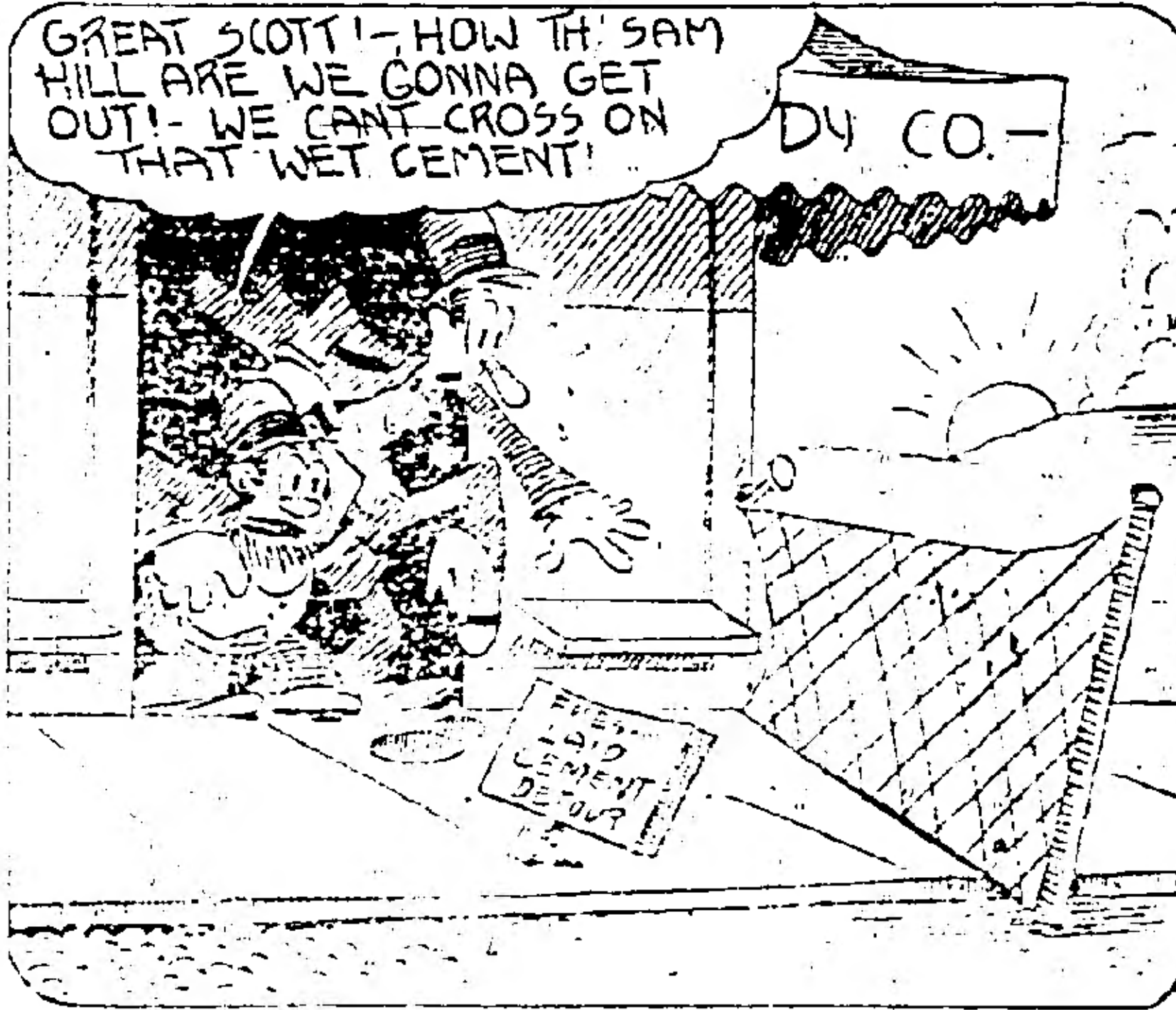
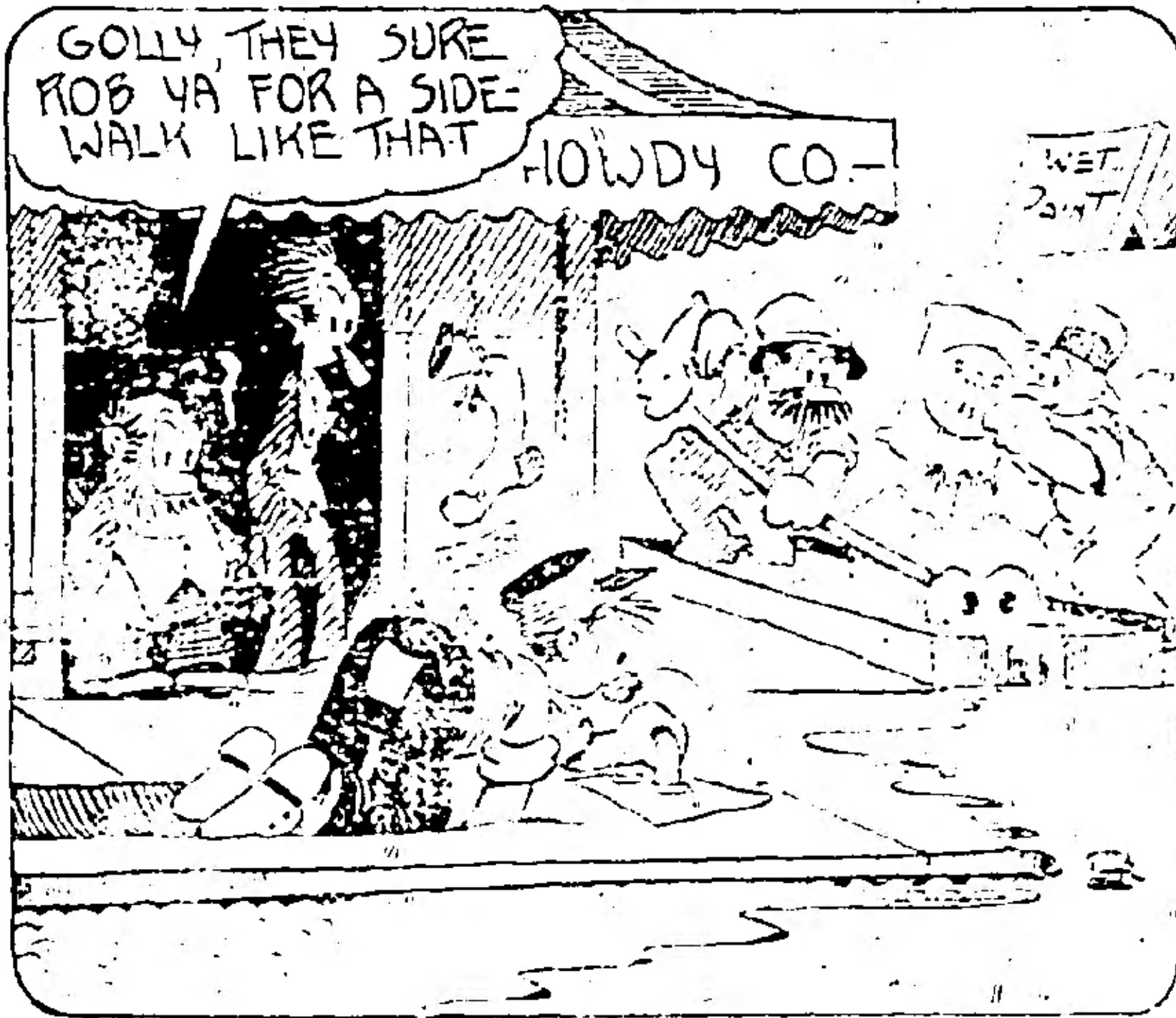
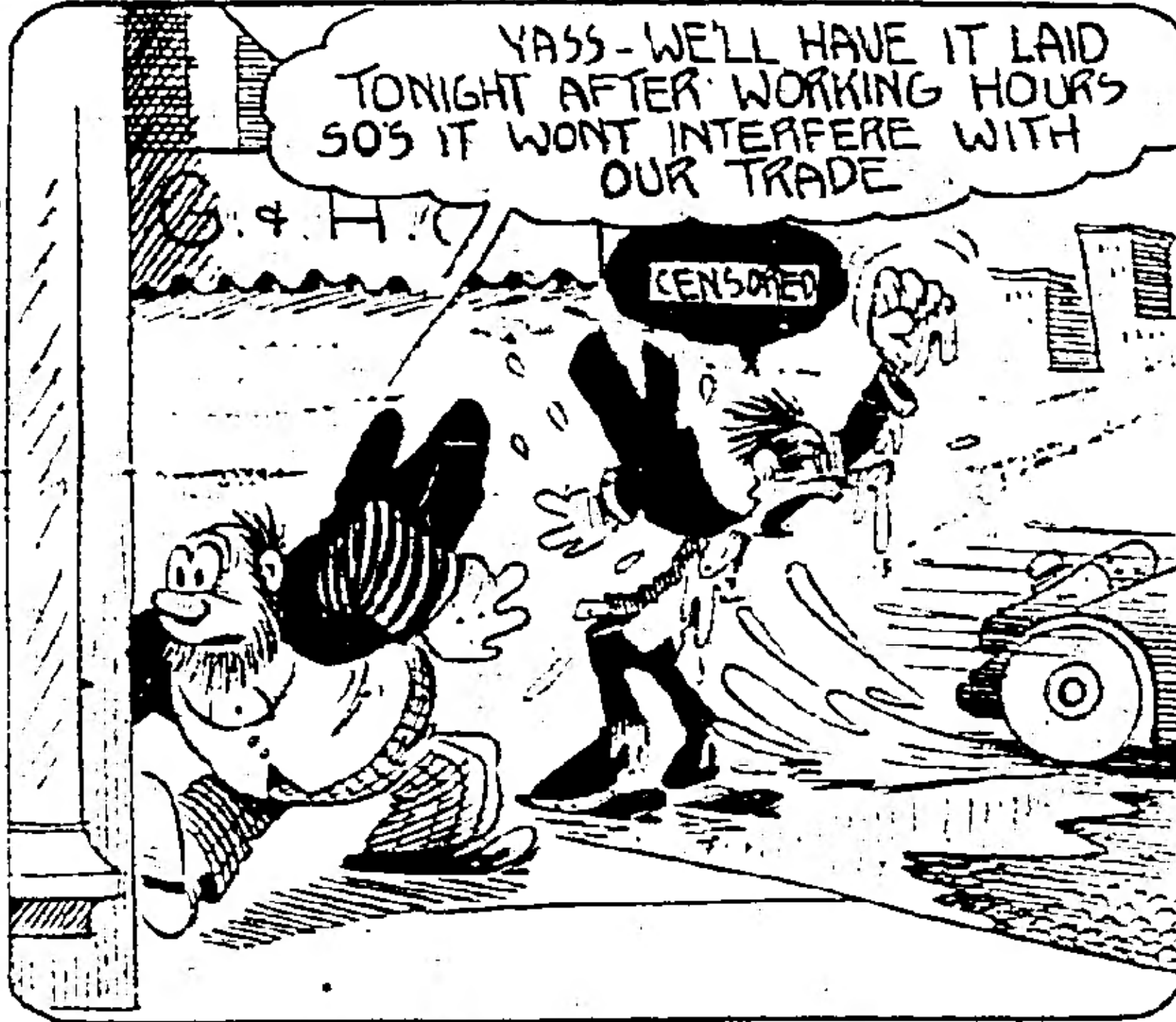
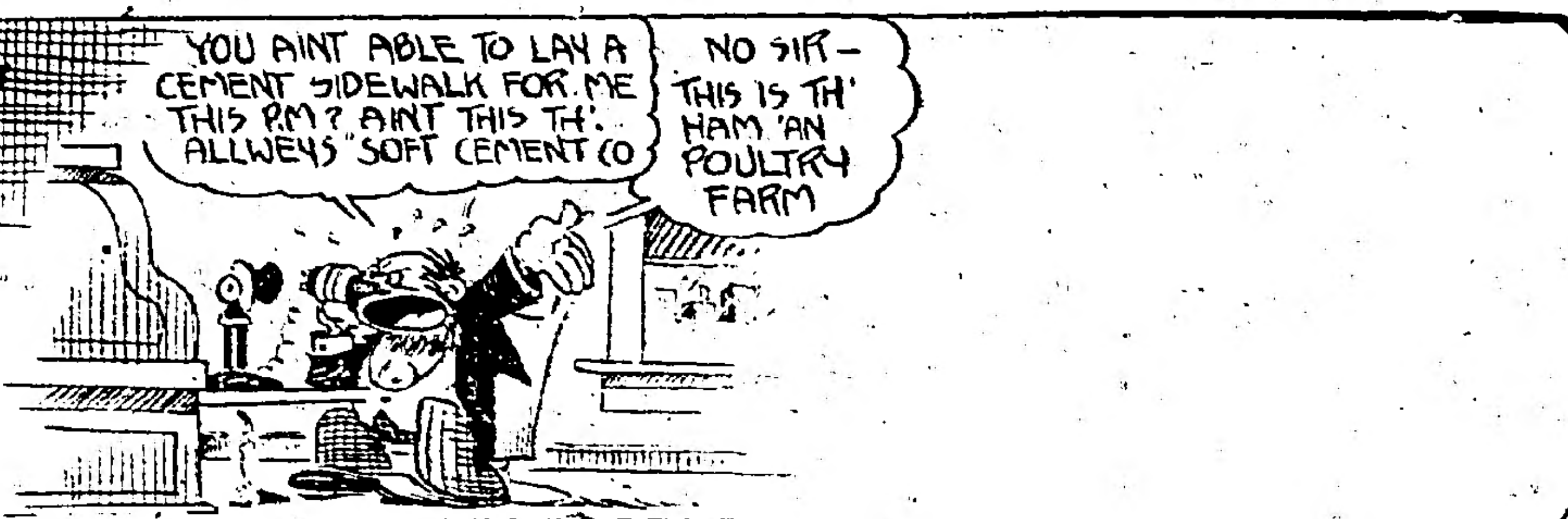
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THE STEAM LAUNDRY CO.

DRY CLEAN AND PRESS CLOTHES

To such perfection that their wearing qualities receive a fresh lease of life and their wearers experience all the joys of New Clothes.

WE SELL ONLY SERVICE

But in each Branch of our Service quality is placed foremost.

Write or phone and we will collect and deliver free.

STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAUMATEI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1379.
HONGKONG DEPOT, 62, Praya East, KOWLOON
DEPOT, 19 Canton Road, CANTON, 19, Sharki
Central, East. Write or Phone for price list.

KOWLOON HOTEL DEPOT.

SEASONABLE REMEDIES.

which are both reliable and effective
SPECIAL COUGH LINCTUS

75 cents and \$1.25 per bottle
COLD & INFLUENZA MIXTURE

\$1.00 per bottle
IODISED THROAT TABLETS

60 cents per bottle
TO BE OBTAINED ONLY AT

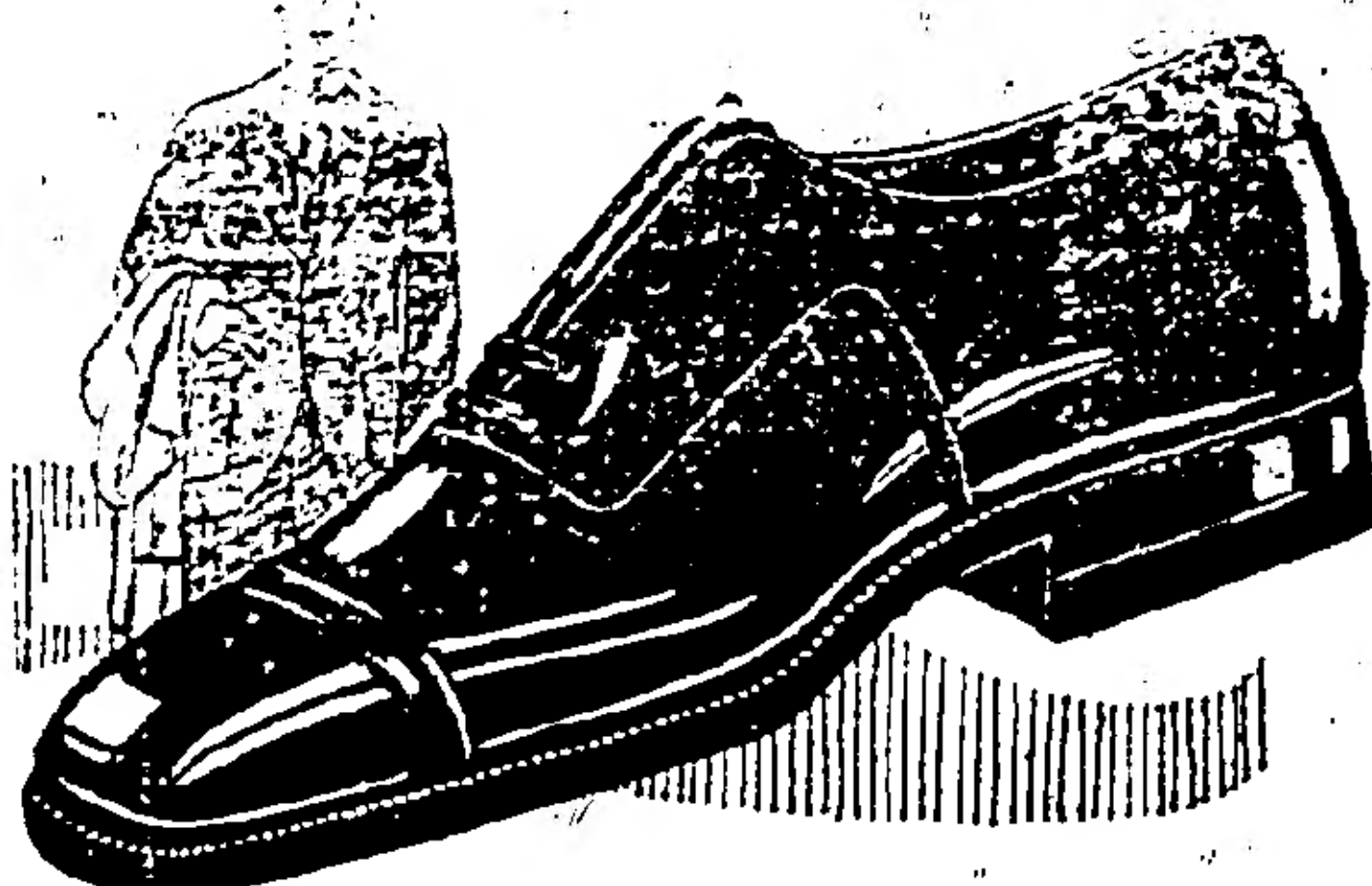
THE COLONIAL DISPENSARY.

14, Queen's Road. Telephone 1877.

YEE SANG FAT CO.

Sole Agent For

"BEACON" SHOES



Latest Style, Prices Reasonable

YEE SANG FAT CO.

"SCIENCE OBTAINS TRIUMPH."

The discovery points out the way, that Asthenopia is dependent on the hypermetropic structure of the eye. The only remedy is to prescribe a pair of suitable glasses by one of our expert optometrists.

NATIONAL OPTICAL Co., Ltd.

GRADUATE OPTICIANS.

80, Queen's Road Central.



THE NEW CAPSULE.

European doctors know the value of Blenosan Capsule, and have prescribed them continually to their patients for a great number of years.

BLENOSAN CAPSULES

(Sanial Oil & Kava Kava) provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. & Watson & Co. ask for Ferber's Blenosan Capsules and refuse substitutes.

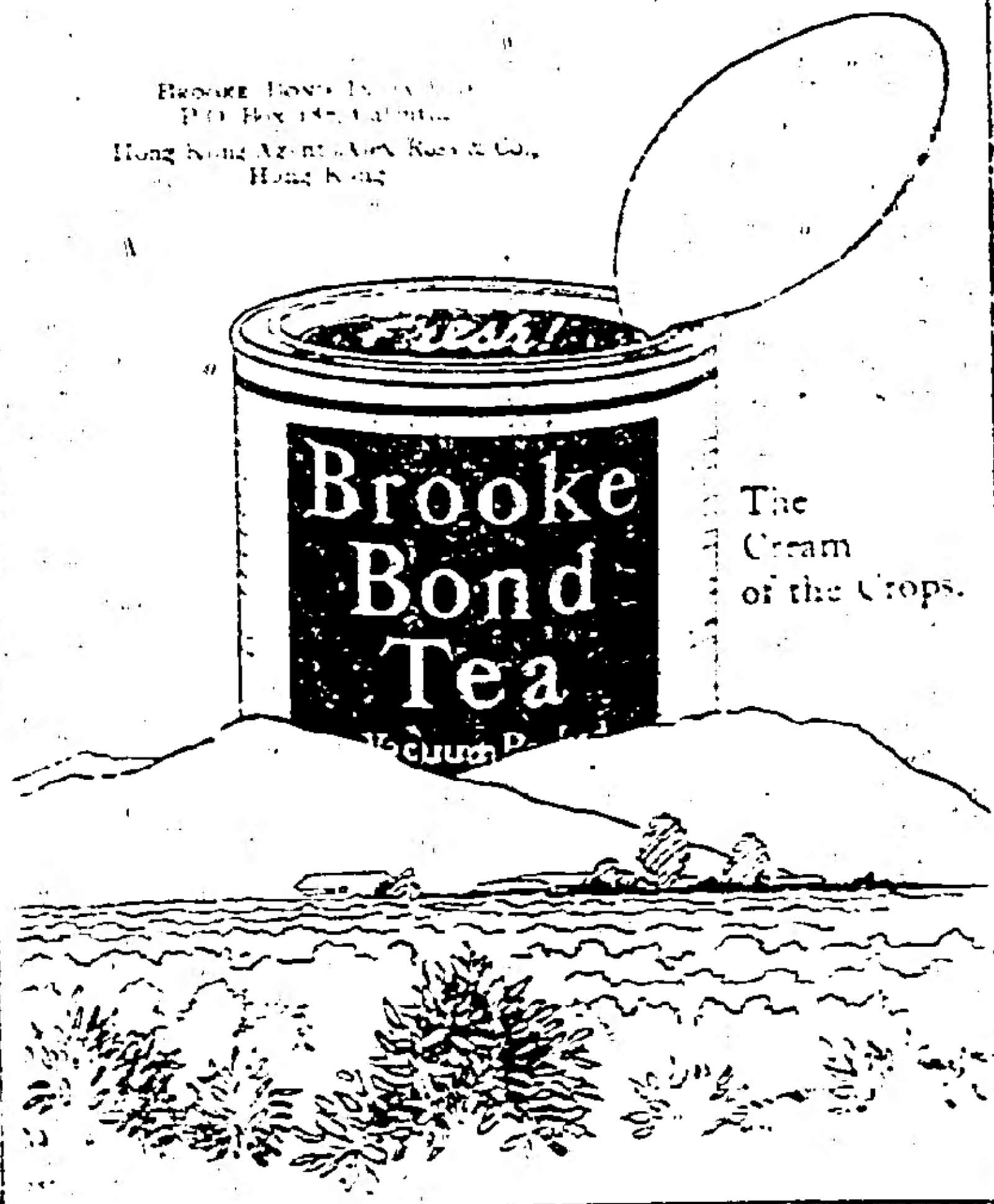
SOLE MANUFACTURERS, ROBERT FERBER LTD

Aptons Rd., London E.C. 15

You'll prefer Brooke Bond the good tea in the tin that keeps it good

There are hundreds of tea gardens in India, and the produce from even the best of them may vary from season to season. Each year, those that produce the best, contribute to the famous Brooke Bond Blends. Red Label is the best quality. Green Label is cheaper, but good. Both are tip-top value, and both are protected against deterioration by vacuum-packing.

Brooke Bond Tea is the best in the world. It is the only tea that is vacuum-packed.



The Cream of the Crops.

HOLIDAY GOLFERS.

HONGKONG WEEK AT TURNBERRY.

A meeting of Hongkong golfers who are holidaying at home this summer was held at the Round room of Messrs. Jardine Matheson and Co. last evening, when it was decided to hold the Hongkong week at Turnberry from Monday, June 10th to Monday, June 23rd. It was mentioned by Mr. J. B. Ross, the Captain of the Royal Hongkong Golf Club, who presided, that it was anticipated that about twenty would make the visit to Turnberry, golfers from Shanghai and other Far Eastern Clubs would be welcomed as it was desired to make the party as large as possible. Mr. R. C. Comrie, who has been responsible for making the necessary arrangements, explained the steps he had taken.

He had been in communication with the manager of the Station Hotel at Turnberry, who would be pleased to accommodate visitors from Hongkong. He suggested that he should write giving the names of those who intended to make the trip, but in order not to commit anyone who might not at the last moment find it possible to attend he thought it would be better if players booked their rooms personally.

The meeting agreed with this proposal. Mr. Ross thought there would be a number of people at Home who would have pleasure in participating, and mentioned that he would get the Secretaries of the Club to write the Thatched House Club in London asking them to be good enough to put up a notice announcing the meeting. People at Home who wished to take part should write and book their accommodation direct and if possible notify Mr. Comrie of their intention.

During the course of the discussion it was mentioned that Hotel expenses for bachelors for the week would probably amount to £10 and for married couples about £15.

BILLIARDS INTERPORT.

THE HONGKONG TEAM.

Trials are taking place for the selection of the Hongkong team to represent Hongkong early next month in the Billiards Interport with Shanghai. Messrs. P. Yanovich, A. J. Omand and E. Roza are regarded as certain, and three others, as well as two reserves, are needed.

The Shanghai players have asked for two matches to be played nightly, each of 20 up, and this will be done, one at 6 p.m. and one at 9 p.m. The table at the Club Lusitano is being moved up into the hall room, and re-covered. Also seating accommodation is being provided for 200 spectators.

DEATH OF CAPTAIN SPENCER WILDE.

THIRTY-SIX YEARS ON CHINA COAST.

We regret to announce to-day the death of an old China coaster, Captain Spencer Wilde, late of the Indo-China Steam Navigation Co., Ltd. at the age of 69.

The news reached the Colony yesterday by cable, the sad event having taken place in England on the 22nd inst. The deceased, who was well-known in Hongkong, joined the Indo-China Company in 1881 at the age of 25, and retired in 1917, after thirty-six years of good service. Messrs. Jardine, Matheson and Co., Ltd., the general managers of the Company, state that no particulars have been received as to the cause of Captain Wilde's death, but as a mark of respect the Company's steamers in port will half-mast their flags to-day.

January REDUCTIONS!

POWELL'S SALE

COMMENCES ON MONDAY the 28th inst:

GOWNS, HATS, SWEATERS
HOSIERY, LACES, CHILDREN'S
OUTFITS, Etc.

GREATLY REDUCED

WOOLLEN PIECE GOODS

Exceptional Reductions to clear.

LADIE'S SHOES

The whole stock reduced and the remainder of Styles below cost price.

TURKISH HUCKABACK

TOWELS

An opportunity to buy at low prices.

GENTLEMEN'S DEPT:

(PEDDER STREET)

The bargains offered in our Pedder St. branch are well worth seeing and should not be missed. For fuller particulars refer to page 7 of this issue. This is not a complete list of the bargains which are too numerous to mention, and which must be cleared before STOCKTAKING.

FURNISHING DEPARTMENT

DOWN QUILTS, REMNANTS OF CHINTZ, TAFFETAS ETC.

AND MANY SHORT LENGTHS

TO BE CLEARED

Wm. POWELL, Ltd.

Dairy Products

Nature's Own "Pep" Produce

in the following forms

Milk, Butter & Cheese.

Fresh 15 cts. per bottle.	Daisy \$1.20 per lb.	Kraft Loaf ... 80 cts. per lb.
Soured 1 1/2 "	Honey-suckle 1.20 "	New Zealand Cream 80 "
Butter 8 "	Dairy Maid 1.10 "	Picnic (own make) 30 " per Jar.
Skim 5 "		Colomann (do) 40 " per Pat.

Fresh Cream 60 cents per phial
Devonshire .. 75 " " "

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NAVAL DOCKYARD BALL.

AN ENJOYABLE FUNCTION.

The annual ball in connection with the Naval Dockyard was held last night in the City Hall and a very enjoyable evening was spent by a large number of guests. It was in every respect a great success.

The decorations, done for the occasion by the Chinese of H. M. S. Tamar, were very simple and tasteful and without being lavish gave gaiety to the scene. Over the entrance a brilliant electric sign welcomed the guests, and the staircase to the ball room was lined with greenery. On this occasion all rooms in use were on

the upper floor. St. George's Room was used for dancing, and here the colour scheme was one of red and white. All the walls were draped with bunting of those colors and the portrait of Queen Victoria was hung with two large white ensigns.

The adjacent room of St. Andrew served excellently as the supper room, and well arranged tables provided ample accommodation for the guests, who numbered nearly 250. This room was also becomingly decorated with coloured bunting, white ensigns and Union Jacks being predominant. Instead of the usual practice of having supper dances, a new departure was made, and at supper time there was a complete break in the dancing to enable guests to partake the dancing being resumed afterwards.

Other rooms on the same floor were utilised for card rooms and bar, and the wide verandahs were closed in and decorated to provide ample sitting out accommodation. The chief guest of the evening was Commodore Grace, R. N., and most of the officers of the men-of-war in port were present. Music for the dancing was ably supplied by the well known Black Cat Jazz Band.

The officials for the evening were—Mr. C. S. Mr. A. J. Brock, Mr. W. J. Gramling. Ball Committee—Messrs. P. A. Brown, H. E. Budden, R. D. Spanton, B. J. Allen, E. W. Newham, B. Burrows and A. H. Oswick. The secretarial duties were also carried out by Mr. Oswick. Mr. J. C. Danks acted as steward. Messrs. Wiseman were responsible for the excellent catering.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
\$1.00 for 3 insertions
\$1.50 if not prepaid
State if Box No. is required

WANTED.

WANTED.—Young Portuguese Lady seeks position Steno-Typist or general office assistant. Inexperienced. Please apply box 1054, c/o "Hongkong Telegraph."

POSITION WANTED.—By an experienced Chinese Accountant as bookkeeper, assistant or translator. Can start work immediately. Please apply to box No. 1056, c/o "Hongkong Telegraph."

TO BE LET.

TO LET OR FOR SALE.—5 Peace Avenue, Homutun. Immediate possession. Rent moderate. Apply Box No. 1049, c/o "Hongkong Telegraph."

TO LET.—Double bedded room with optional board in French-speaking family. Write Box No. 1058, c/o "Hongkong Telegraph."

TO LET.—Bright Large Office Rooms 1st floor, No. 10, Des Vaux Road, Central. Hall, Law & Co., Apply to Des Vaux Road, Central, Telephone No. 3217.

TO LET.—at TAIPAO, N. T. from 16th April for Six Months WHITE COTTAGE and ANNEXE, fully furnished. Apply Direct, W. E. CLARKE, Taipei.

TO LET.—SIX ROOM HOUSE Kowloon, near Ferry. Practically new furniture, and fittings for sale, guaranteed in good condition and well seasoned wood. Owner leaving the Colony. House may be taken over. Box No. 1057, c/o "Hongkong Telegraph."

A VACANCY exists in a leading British Company for a capable outdoor Representative in Hongkong. Apply giving previous experience and qualifications to box 1055, c/o "Hongkong Telegraph."

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

PROVIDED that sufficient STUDENTS are forthcoming, a NEW CLASS for BEGINNERS will be commenced directly after Chinese New Year. INTERESTING STUDENTS are invited to notify the undersigned.
D. E. BLAIR,
Secretary.
Hongkong, 26th Jan. 1924.

NOTICE.

NOTICE is hereby given that as from January 28th, 1924, our office will be removed to CHINA BUILDING (Old Post Office Site) 1st floor, Queen's Road, Central, Hongkong. Suzuki & Co., Ltd., Hongkong.
P. O. Box No. 304.
Tel. No. 464, 468, 3307 & 2453.

YOU OWE MONEY?

SUPPOSE you die, before it is repaid, who will pay it off? Your wife? Your children? We suggest that you let our Company pay off your loan. Better talk it over with us.
THE SUN LIFE ASSURANCE CO. OF CANADA.
15, Queen's Road Central, Hongkong.
F. M. Weller, Manager.

Other notices arranged on Page 11 & 16.

ST. ANDREW'S CHURCH,
Nathan Road, Kowloon.

8.15 a.m. Holy Communion
11 a.m. Morning Prayer and Sermon
2.45 p.m. Sunday School
3 p.m. Bible Classes
6 p.m. Evening Prayer and Sermon
Soloist: Mr. A.P. Glanville.

A CONCERT
IN
ST. ANDREW'S CHURCH
HALL KOWLOON.

MONDAY, Feb. 4th. at 9 p.m.

Splendid programme of vocal and instrumental items, Mental Transcendental Impersonations, Musical Monologues.

ADMISSION, 50 cents.
(Including Refreshments)

ROYAL AIR FORCE.

IT is proposed to hold the Annual Re-Union Dinner on or about Saturday 23rd, February 1924. Will those desirous of attending, kindly communicate with L. R. BLACKING, c/o Mercantile Bank of India Ltd., Hongkong.

NOTICE.

THE undersigned is not responsible for any debts contracted by any of his sons.
HO KIM TONG.
Hongkong, Jan. 23rd, 1924.

NOTICE.

WOULD the Lady who took away a white Shetland Shawl in mistake for her own, from the Club Room at Takioo Hall on 18th inst., kindly return it to the Hon. Secretary.
C. B. MATTHEWS,
Hon. Secretary.

THE HONGKONG JOCKEY CLUB.

NOTICE.

An Extraordinary General Meeting of the Club will be held in the Jockey Club Room, Hongkong Club Annex, on Monday, the 4th February 1924 at 9 p.m. for the purpose of confirming the resolutions passed at the Extraordinary General Meeting held on the 19th January 1924.
By Order
C. B. BROWN,
Secretary.

NOTICE.

ANY persons having claims against the estate of the late Mr. Arthur J. Hobson, Chief Constructor, H. M. Dockyard, Hongkong, are requested to present them in writing to the Civil Secretary, H. M. Dockyard, Hongkong, not later than Monday, the 28th January, 1924.
S. COLLETT,
Civil Secretary.
H. M. DOCKYARD,
Hongkong.
21st January, 1924.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FOURTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company No. 4a, Des Vaux Road, on FRIDAY, 1st February 1924, at 12 O'CLOCK NOON for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday 19th January to Friday 1st February 1924, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, 9th January 1924.

RADIO FANS!

We have just received a limited supply of small electric soldering irons, just the thing for your book-up work at home.

100 Volts only. Suitable for Kowloon Supply.

Complete with Cord and Supply of best quality solder.

\$7.50 each.

Let us be your Radio Doctor. You will be saving time and money by getting expert advice in the first place.

WE ARE SPECIALISTS IN:
SHIP INSTALLATIONS.
BROADCAST RECEIVERS.
RADIO ACCESSORIES OF ALL KINDS.

Broadcasting, Nightly
8.30 p.m. to 10 p.m.

3rd Floor
Alexandra Building
Hongkong

RADIO COMMUNICATION CO.
(ORIENT) LIMITED.

P. O. Box 306.

Kowloon 608 Central 766.
Telegrams: "Broadcast," Hongkong.

NIPPON WATERCOLOUR
SOCIETY, TOKYO.

At the
CITY HALL.

Monday & Tuesday, the 28th & 29th inst.
from 11 a.m. to 7 p.m.

EXHIBITION OF PAINTINGS
by the most celebrated
Artists of Japan.

FOR TWO DAYS ONLY.
Messrs. Komor & Komor have arranged this Exhibition for lovers of ART in Hongkong and extend a hearty invitation to all interested.
PRICES OF PICTURES ALL MARKED IN PLAINED FIGURES.

ST. DAVID'S SOCIETY
(Hongkong).

A Dinner will be held on 1st March 1924.
Will all Welsh people who wish for particulars please communicate as soon as possible with:
P. P. WILLIAMS,
c/o Messrs. Jardine Matheson & Co.
(Insurance Department).

WE have just received a special shipment of—

LADIES & GENTLEMEN'S

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold English Hall-marked.

Inspection Invited.

69, Queen's Road Central.
SHERIFF BROS.

COLONIAL HAIR-DRESSING
SALOON

13 Ice House Street

High Class Barbers-Sanitary & up-to-date Saloon
Filipino and Japanese barbers.
Popular Prices.

THEATRE ROYAL

THURSDAY, January, 31st, 1924.
at 9.15 p.m.



MLLE LUCY DE SHEIMO

The famous Prima Ballerina will give a

CONCERT-BALLET

Assisted by
Mr. E. Aquino (Tenor)
Mr. F. Gonzalez (Violin)
and the HONGKONG HOTEL ORCHESTRA
Booking at Moutin's

D.W. GRIFFITH'S
"ONE EXCITING
NIGHT"

Their love dream sweeps the Boy and the Girl into the perilous maelstrom of secret mystery, creeping figures, peering eyes and clutching hands. Suspected, shadowed, accused—Then they find each other.

TO-DAY AT
THE
CORONET.HUMPHREYS ESTATE AND
FINANCE CO., LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in THIS COMPANY will be held at the Hongkong Hotel, Hongkong on SATURDAY, the 9th February 1924, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1923. The TRANSFER BOOKS of the Company will be closed from the 1st February to 9th February (both days inclusive), during which period no transfer of Shares can be Registered.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 23rd Jan. 1924.

RADIO—MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts.
DE SOUSA & CO., LTD.,
St. George's Bldg., 2nd Floor.
Tel. No. Central 1264.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction
Monday, the 28th Jan. 1924, commencing at 10.30 a.m. and 2.00 p.m.
at Godown No. 23, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon
A Large Quantity of Miscellaneous Goods comprising—
Round, Flat & Square Bars, Angle Iron, Joists, Bar Ends, Galvanized Wire, Flour, Planks, Old Newspapers, Sulphate of Ammonia, Cassia, etc., etc.

also
50 Cases Chinese Wine,
51 Cases Stout,
34 Cases Provisions,
39 Packages Sewing Machines,
48 Cases Matches,
5 Bales Cotton Canvas,
482 Rolls Conspicuum,
10 Cases Shoe Wire,
10 Cases Shoe Nails,
Terms—Cash on Delivery.
LAMMERT BROS.
Auctioneers.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Tuesday, 29th Jan. 1924, at 11 o'clock a.m.
at the Premises of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kennedy Town (for account of the concerned)
One Gas Engine.
Terms—Cash on Delivery
LAMMERT BROS.
Auctioneers.

DO NOT MISS—
ROCHA'S

POPULAR AUCTION SALES
Every Tuesday Thursday & Saturday
At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture
DA ROCHA'S MART
2A D'Aguilar St. Phone 2931

COLUMBIA NEW RECORDS

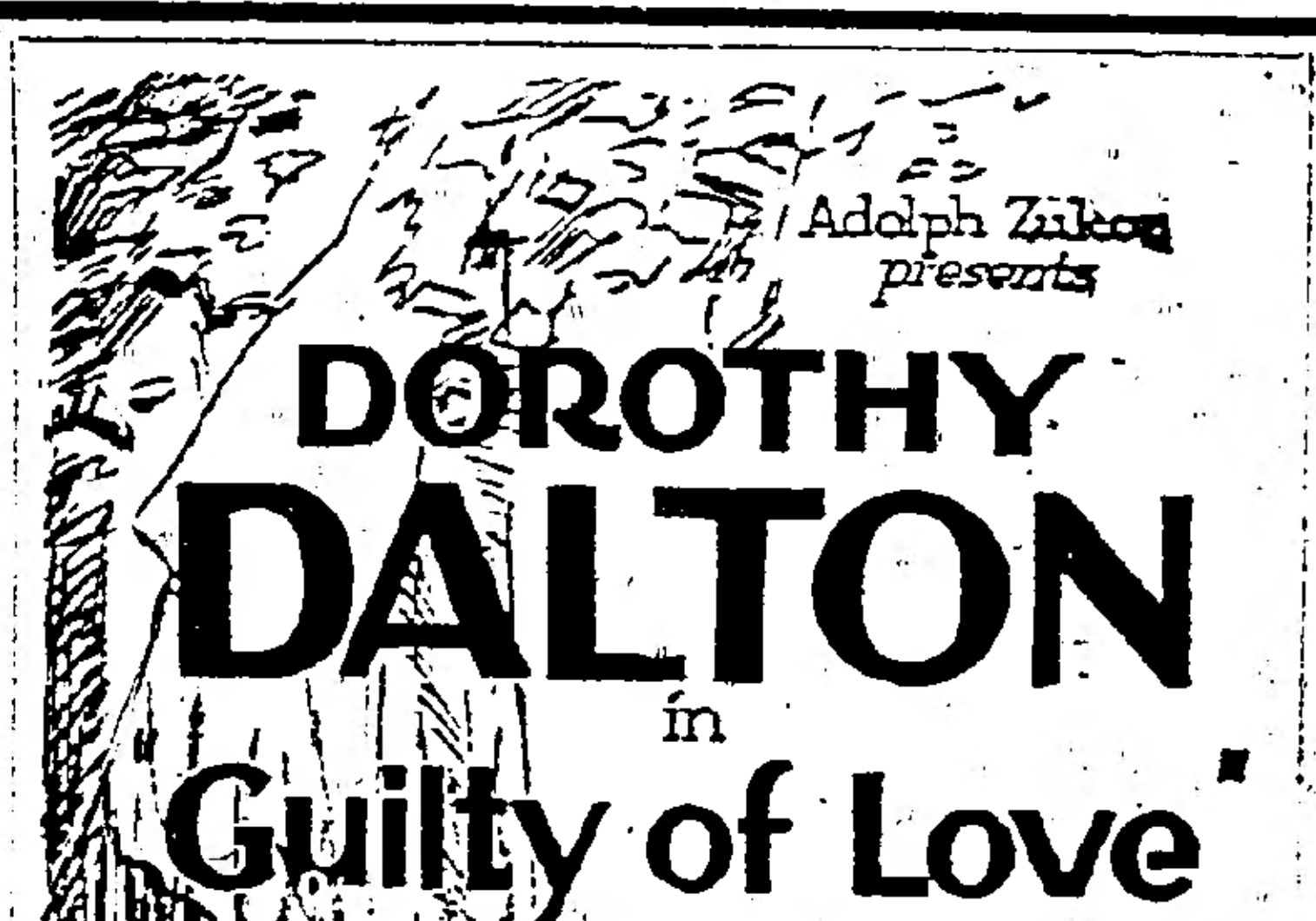
SYMPHONY No. 6 (PATHEIQUE) TCHAIKOWSKY
IN EIGHT PARTS L1489—92
(NEW QUEEN'S HALL ORCHESTRA.)

SONATA IN A VIOLIN & PIANO MOZART
SIX PARTS L1494—96
VIOLIN—CATERALL, PIANO—HARTY.

NOCTURNE IN F SHARP PIANO—MURDOCH
NOCTURNE IN E FLAT PIANO—MURDOCH
L1498

ENTRANCE TO THE FOREST CELLO—SQUIRE
DANCE OF THE GROMES CELLO—SQUIRE
L1497.

ANDERSON'S

DOROTHY DALTON
in
Guilty of Love

A Paramount Artcraft Picture

"The old, old story," they said. "A romantic girl who loved too well."

But they learned that this girl was different! The man learned it, too! In one of the deepest, tenderest "woman" stories ever screened.

Plus the dash, the beauty, the style that is Dorothy Dalton.



FROM THE PLAY, "THIS WOMAN—THIS MAN"

By Avery Hopwood

Directed by HARLEY KNOLES Scenario by ROSINA HENLEY

SUNDAY at
6 & 9.15 p.m.

THE
STAR

HUGHES & HOUGH

LIMITED.

IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of the concerned),

on TUESDAY, the 29th January, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
Valuable Teakwood and Blackwood Furniture and Household Sundries, &c., &c., &c.

Comprising:
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggon, Dinner Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.

Also
Two Indian Carpets (new), Two Persian Carpets (new), One Piano Player and One Perambulator.
(Full Particulars from Catalogue).
Terms—Cash on delivery.
HUGHES & HOUGH, LTD.,
Auctioneers.
Hongkong, 22nd Jan., 1924.

The Undersigned have received instructions from Com. W. R. Preston, R. N. (recently on China Station), to sell by Public Auction, on FRIDAY,

the 1st February, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
A Valuable Private Collection of Chinese Porcelains, Ivories and Carics.

Comprising:
Porcelain Stands, Fruit Dishes, Ivory Opium Boxes, Bronze Burners, Blue and White Bowls, Bamboo Carvings, Vases, Snuff Bottles, Ivory Statuette Ho Sin Koo (Seochow Work), Ivory Carvings, Penholders, Screens, Figures, Boat, Dragons, etc., etc., etc., Large Red Lacquer Boxes, Jade Penholders, Bronze Vases, etc., etc., etc.

Also
A Rare Unique Collection of Rhinoceros Horns, consisting of 25 pieces, etc., etc.
Terms—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd Jan., 1924.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Thursday, the 31st Jan. 1924, commencing at 11 a.m.
at their Sales Room, Duddell Street.

Comprising—
A Large Quantity of Architectural and Reference Books

Architectural Rivets, Concours d'Architecture, Arch Shades and Shadows, Landscape Gardening in Japan, Civic Art, Indian Architecture, Reinforced Concrete, Commercial Design, Architectural Ornament from Rome, etc., etc., etc.

also
35 Volumes Encyclopaedia Britannica (ninth edition)
25 Volumes World's Great Classics
and
Reference Books, Novels, Old Periodicals, etc., etc.
On View from Wednesday the 30th January 1924
Terms—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on
Wed., the 30th Jan. 1924, commencing at 11 a.m.
at their Sales Room, Duddell Street.

15 Enamelled Baths,
11 Gross "Wellington" Liquid Metal Polish,
3090 lbs. Round Head Steel Rivets
and
A Quantity of Sundry Goods.
Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

FLETCHER'S
COUGH LINCTUS
THE IDEAL REMEDY
FOR
COUGHS, COLDS, BRONCHITIS, ASTHMA, ETC.
75 cents. Per Bottle.
PREPARED ONLY
AT
THE PHARMACY.
FLETCHER & CO., LTD.
2, Queen's Road, Central, Hongkong. Tel. No. 345

FOOK WENG & CO.
Astor House Buildings. Manufacturer of
Swatow Drawn Work & Embroideries.
Dealers in all kinds of Silk goods of the best quality.
Mandarin Costumes, Antique China and Curios, Etc., Etc.
CHEAP SALE
The opportunity occupies 25 days only.
15th. December, 1923 - to - 8th. January, 1924.

Tel. 654 **HOP CHEONG** 55, Queen's
Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED

MORISON PIANOS.

Specially built for this Climate,
Cash or easy payments.

TSANG FOOK PIANO CO.,
Telephone 2127. 94a, Wanchai Road.

A permanent roofing at a price
competitive with corrugated iron.
"ITALIT"

The perfected red and grey corrugated
cement-asbestos
ROOFING

The Inspecting Engineer to the Crown
Agents for the Colonies

has conducted an in-
teresting and conclu-
sive series of tests on
"ITALIT"
and a copy of his report,
together with full particu-
lars of "ITALIT," will
be forwarded post free on
request.

"ITALIT"
provides the maxi-
mum in durability
and safety at a
minimum cost.

Delivered or fixed in any quantity anywhere.
Just ask for a copy of the "ITALIT" Booklet.
STOCK CARRIED BY—
SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SEAL (H.W.D.S.T.) 34 FT 6 INS

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG

TELEPHONE NO. 302

CALL PLAN: "T" OVER "ANG PENHANT"

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

I like them—

They Satisfy
—and the blend
can't be copied



Chesterfield
CIGARETTES

LIGGETT & MYERS TOBACCO CO., U. S. A., Manufacturers

SALT AND FATIGUE.

Experiments with Miners.

Remarkable statements in re-
gard to the efficacy of salt as a
preventive of fatigue, and how
the human body can accom-
modate itself without discomfort,
to a temperature of 200 degrees
(which will cook a steak) were
made at the meeting of the
Institution of Mining Engineers.
Professor K. Neville Moss,
in the course of a paper upon
"Some effects of high tempera-
tures upon miners," advocated
the use of salt in preventing
fatigue. It had been shown, he
said, that by these means 20 per
cent. could be added to the
efficiency of miners working in
a heated atmosphere. Progress
in British coal mining would
depend in the future upon the
ability of engineers to

mine coal at great depths.
To do this the effects of high
underground air temperatures
must be overcome. Miners work-
ing in hot dry places drank large
quantities of water and perspired
freely. This caused cramp and
fatigue and clogged the kidneys,
so that the excess of water in the
body became formidable.
To prevent water-poisoning a
solution of salt in water to bal-
ance the loss of salt by perspi-
ration was given. The results were
striking. In one instance a
miner, of poor physique drank
eight pints of water during
the shift. He had been a frequent
sufferer from cramp, but after
taking salt each day for three
months had no signs of cramp.
His evidence was: (1) Appetite
much improved; (2) felt quite
fresh after a shift's work, when
formerly he was obliged to cease
work at 12.30 p.m. each day

owing to excessive fatigue; (3)
his life at home changed from
laziness and sleep to one full of
energy; (4) in general felt a
changed man.
This cramp was not confined
to miners, but ship stokers and
iron workers were also liable to
it, said Professor Moss. The best
solution to use was one which
contained 60 per cent. of sodium
chloride, and 40 per cent. of pot-
assium chloride.
Dr. J. S. Haldane, in connec-
tion with sweating, and how the
living body could adapt itself to
different temperatures by
evaporation on the skin, men-
tioned an experiment in which
a man was enclosed in a chamber
of dry air at a temperature of
200 degrees. A steak was also
in the chamber and the man
watched the steak cooking in the
heat, without himself being
affected.

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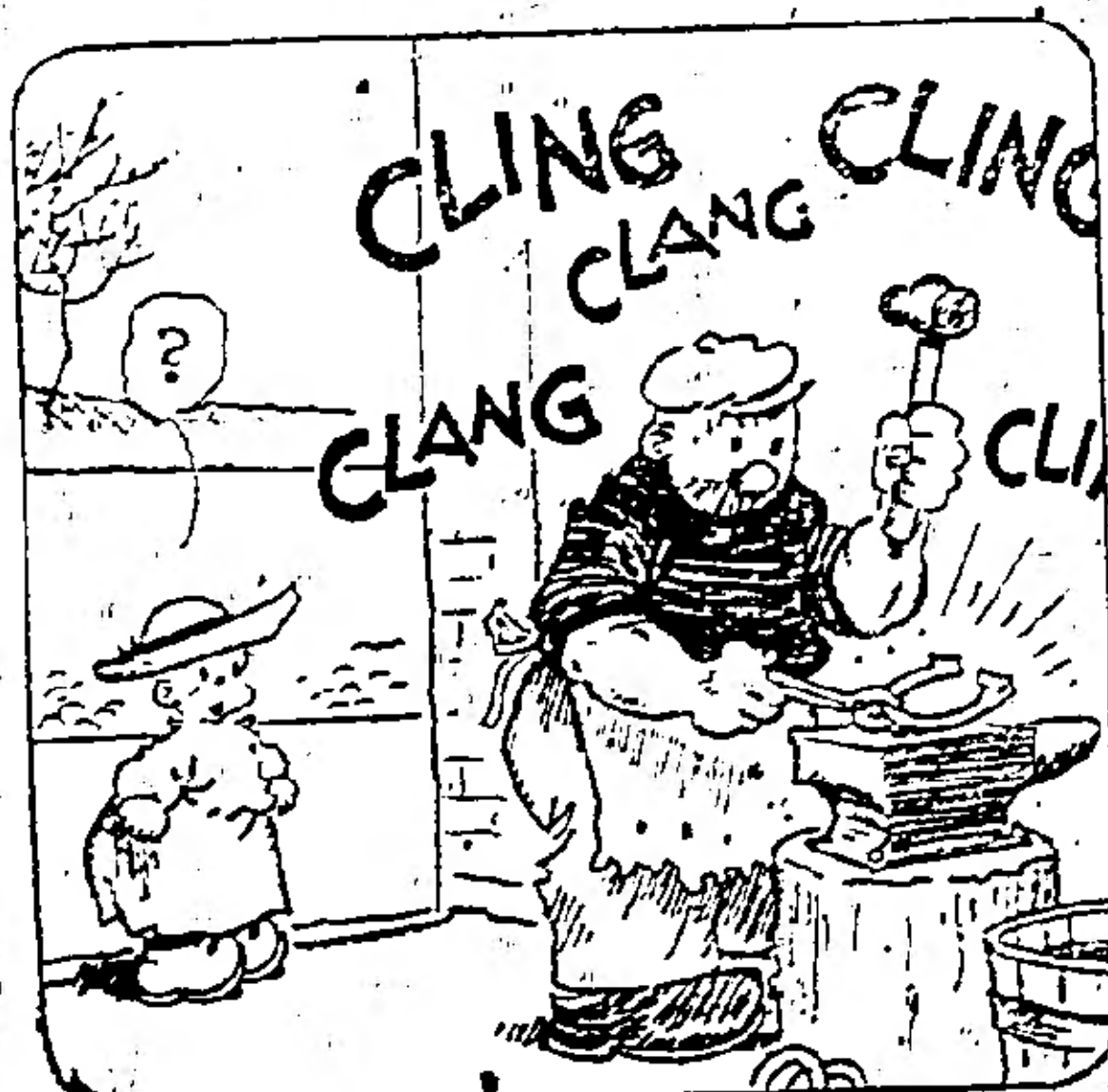
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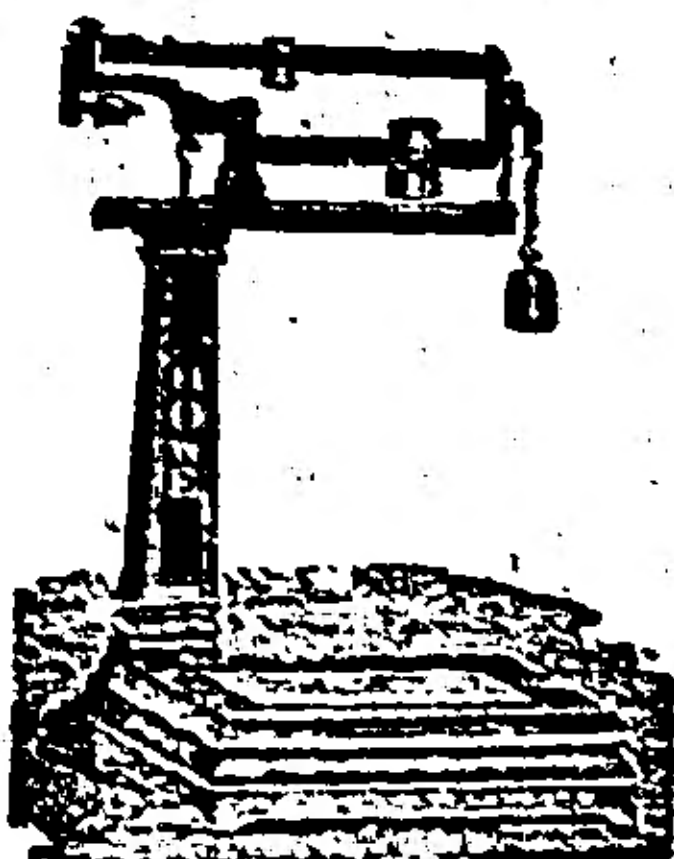
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DEATH.

WILDE.—On 22nd. January, in England, Captain Spencer Wilde, (Late of the Indo-China Steam Navigation Co. Ltd.), aged 69 years.

IN MEMORIAM.

In constant and loving memory of our dear little son Teddy, called home on January 25th, 1923. So sadly missed. Inserted by his father and mother.

The Telegraph.

HONGKONG, 26th Jan., 1934.

MAKING USE OF TIME.

We once stood at the edge of the throng at one of the big local dances, and entered into brief conversation with a man who seemed to be regarding everything with a prejudiced eye. With a movement of one shoulder that embodied his pent-up disapproval, he indicated the gay scene, where young men and maidens mingled with their elders in all the subdued riot of carnival. "Wasting their time!" was his verdict. Later, whilst steering a fair partner down the side of the room, to the strains of one of the latest American fox-trots, we caught his frowning glance. What that man needed, perhaps, was to take a few lessons in dancing, and a liver tonic.

Yet, one often hears the charge levelled against our younger citizens that they do not make enough of the time at their disposal. Possibly they find plenty to do, but little that is of benefit to themselves or likely to promote their interests in the battle of life. There is a time for everything, and no-one can, without some amount of hypocrisy, cavil at the seeking of pleasure during hours of proper relaxation; but it is evident that many young folk these days devote too much energy to merely "having a good time." This may be one of the phases of after-war effects on modern nerves, and is not a complaint confined to any particular part of the world. The elderly people shake their heads in dismay, but their admonitions are considered of little account. Perhaps it is a state that will pass; but in its passing there will be many of us left behind—because we have not heeded the warning of old Father Time.

It has been stated that the fifteen most important years in a man's life are between twenty

and thirty-five. It is in these years that man is supposed to arrive at the parting of the way, and goes either along the road to failure or to success. Many there are who seem not to have started on their final journey until later in life, but the foundation of the path they will tread was laid down in the years of their early manhood. The philosopher Voltaire wrote: "Nothing is longer than time, because it is the measure of eternity. Nothing is shorter, because it is insufficient for all our plans. Nothing is slower for him who waits, nothing more rapid for him who enjoys." All men neglect time. All regret its loss. But there is no reason why we should not all strive our best to avoid that vain regret in after years.

The Radio Delays.

The correspondent who yesterday wrote backing up our complaint regarding Government inactivity in the matter of local radio made one good point when he showed how this Colony is being left behind when compared to other centres in the East. We are beginning to fear that the authorities are inclined to look upon radio as a mere toy, a means of amusement for amateurs who are anxious to listen-in to music and speeches. Whilst there is considerable scope for demonstrations of this nature locally—and a big future if the necessary facilities are given there—are many other aspects of radio which are of sufficient importance to justify an early settlement of the conditions under which receiving and broadcasting may be done. In shipping and other business spheres, as well as in crime prevention and detection, radio is destined to play an important part—yes, even in the piracy problem as well. Surely time enough has already been spent in thinking about the matter. What is now urgently needed is action. Other centres are going ahead with radio facilities. Hongkong continues to stand still and do nothing. If there are other questions more important than this which demand the attention of the Government, we should be glad to know what they are. We place adequate radio communication amongst Hongkong's greatest needs at the moment, and we are surprised that the business interests of the Colony do not press the matter home with greater vigour, than they do.

The Manly Art.

We publish elsewhere in today's issue interesting particulars regarding the principals in the big fight which is to take place at the City Hall on Friday, February 8th, and in the preparation of that news item the writer was reminded, of the fact that Britain does not now hold one of the big world championship titles. It is a strange fact that the country in which boxing as we know it had its origin, and where it flourished for so many years, has had to relinquish all its titles to exponents of the art from other lands. The United States holds all the championships with the exception of one, and that exception is held by a Senegalese. Not a Britisher among the lot. But if we have lost for a time the highest prizes it is still true to say that boxing has not lost very much of its appeal to Britishers as a whole. It is still the manly game which attracts, and here in Hongkong the City Hall is always well-filled and the fights are conducted in a clean, wholesome and sportsman-like manner. The big fight between Chadwick, the man we all know, and Carlidge, the man we don't know though he comes with a reputation, is sure to draw a big crowd and be worth the watching. The writer was present at the last tournament and overheard some of the conversation between American visitors off the s.s. Laconia, and they were, without doubt, very pleasantly impressed by the manner in which the bouts were fought, the behaviour of the spectators and the general wholesomeness of the whole event. And so, whilst Britishers may deplore the loss of all the world's championship titles and may sigh for the rising up of a brilliant young fighter to get at least one of them back, they can take consolation to themselves that boxing is still full of appeal to British sportsmen and that it is carried out in a British way.

DAY BY DAY.

WHEN OUR HATRED IS TOO KEEN IT PLACES US BENEATH THOSE WE HATE.—*La Rochefoucauld.*

The Gazette gives particulars of alterations in the numbering of Nathan Road, Kowloon.

Regulations are issued in the Gazette regarding the firing of crackers during Chinese New Year.

Mr. M. J. Breen has been appointed Administrator for the purposes of the Treaty of Peace (Hungary) Order, 1921, Custodian of Enemy Property and Controller of the Local Clearing Office.

His Excellency the Governor has re-appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. H. E. Pollock, K.C., to be an Un-official Member of the Legislative Council for a further period of four years. His was the only nomination by J.P.s, and the election will therefore not take place.

On February 4th, Shaikwan Inland Lot 507, comprising about 570 square feet, will be sold, the upset price being one dollar per foot. The same upset price applies to Kowloon Inland Lot 1691, situate at Shek Shan and comprising about 10,000 square feet, which is to be sold on February 11th. On March 10th, New Kowloon Inland Lots 320 and 321 will be sold. Their respective areas are 27,000 and 24,750 square feet, and the total upset price is \$31,050.

"PECULAR PEOPLE."

Parents Guilty of Manslaughter.

Henry Norman Purkiss, 38, labourer, and Louisa Purkiss, 38, his wife, members of the sect called the "Peculiar People," were indicted before the Recorder at the Central Criminal Court in mail week for the manslaughter of their child Norman Henry Purkiss, aged three years and three months, by neglecting to call in medical aid when the child was suffering from diphtheria. The defendants pleaded "Not Guilty."

The jury found both defendants Guilty, but recommended them to mercy. The Recorder sentenced the male defendant to six months' imprisonment as a first-class misdemeanant. He bound the woman over in her own recognizances in £10, and she was discharged.

Mr. Travers Humphreys and Mr. H. D. Roope prosecuted; the defendants were not represented by counsel.

Mr. T. W. Moss, a Justice of the Peace for Essex and an "Elder" of the "Peculiar People," was called for the defence. There were, he said, about 2,000 members of the sect, which was chiefly confined to Essex. He had known many cases where children and adults were healed by prayer and the laying on of hands.

Mr. Roope.—Don't you recognize that God uses human agency for His purposes?—I do not doubt that, but I go on my own experience, which is that God has brought me and my children many times from the jaws of death.

The male defendant, in an address to the jury, said that if he and his wife had had the least suspicion that the child was suffering from diphtheria they would have reported the matter to the proper authorities, as their faith enjoined them to do. During the course of this case their baby, one of twins, was taken ill. His wife reported the matter, and the child was taken to an isolation hospital, where it died from double pneumonia, the doctor stating that he could find no trace of diphtheria.

The Recorder, in summing up, said the awful tragedy of the case was that love, parental care—every thing was given to the child except the one thing which would in all human probability have saved its life. They had to deal with two really good, religious people who held the faith with all the ardour of their being. They were bound to respect their beliefs, but no person was permitted on the score of faith or the interpretation of the Scriptures to cause unnecessary suffering or death to a child. Every one who denied the validity of faith in these days was a mere materialist.

Bulls and Innern

From the Office Butts.

We have to contradict the rumour that the Hon. Secretary of the Constitutional Reform Association has cabled the following message to Mr. Ramsay MacDonald:—"Wot abaht it nab?"

The worst of being named John is that when you get into Parliament they'll call you "Honest."

There is no truth in the story that this week several leading stores have indented for red ties.

Several waistcoats at the Burns' Dinner last night were heard to remark that it was a tight fit.

Atholbore would be a fashionable cocktail in Hongkong if it didn't cost so much.

If a man insists upon your having a drink, always remember that the "soft" answer turneth away froth.

Since dresses have been lengthened we do not see so much of the shins of society.

If Lloyd George poses for the films so frequently he will probably become known as Cellu Lloyd George.

A Government launch in Borneo, which stuck on a mudbank during an official cruise, was, very appropriately, named "Damit."

We suppose that the Members of Parliament who lost their seats to ladies will explain their defeat away by saying that they gave them up from force of habit!

Isn't it dreadful to think of the possibility of a despatch from the Secretary of States for the Colonies containing a split infinitive?

One advantage about having a Labour Government is that everyone blames it for everything.

These Hongkong shroffs get away with a lot of other peoples' money.

So do the brokers.

Must be the bad influence of the pictures.

Geographical Note.—A politician is a low-lying piece of humanity surrounded by broken promises.

Some people have an idea that the Labourites throw the soap away and use the boxes for making speeches on.

Ice House Street is probably the cause of this balmy weather.

Since the recent Government defeat, lots of our officials have already chosen their Board Schools.

For the same reason, blazers and public school colours are taboo at cricket matches.

"The City of Silent Men" is being screened. Can't be Hongkong.

A rapid news service has its disadvantages. It's hard to boost Hongkong at the Exhibition while the papers publish front-page stories of piracy.

Appropriately enough, the Peak will to-day play *The Rest*.

From Thursday's *Morning Post*: "The s.s. Karmala left Singapore to-morrow and is due here on Saturday, the 26th. inst." If she leaves here yesterday, the letter we posted won't reach its destination until last Thursday week come Christmas!

A contemporary refers to "complex Ionic columns." Sounds like a new disease.

There is no truth in the rumour that the members of the Board of Education are presenting the Director of Education with a loving-cup, with four handles, on the occasion of his retirement.

The Conservative Government collapsed last Monday. Fortune, at least, no-one was injured.

There is no truth in the story that the 1st foot puzzle game will be known as "Hongkong Pirates."

Canton ferries stopped because of taxes. One way of reducing congestion on the Peak Trams.

We take this belated opportunity of denying that the late Mr. Robert Burns was a Labour Member of Parliament for Dumfriess Burghs.

You can always tell prisoners in Court. The barristers wear wigs.

There is no truth in the story that the Police A.D.C. will shortly stage the "Pirates of Pak-kai."

Maybe Scots golfers going home on leave chose Turnberry because of the difference in air. Or was it fare?

An advertisement refers to "compressed face powders." Will those interested please note?

Society Hint.—To secure a permanent smile you must at least distribute the prizes at three schools during the season.

Beauty hint: "Lemon juice and cold cream will dim freckles." A cold bath these mornings will probably cause knees to knock together and thus straighten bow legs!

Somebody is advertising in a local paper for board and lodging with "homely people." We wonder how many have replied?

According to the *Daily Press*, Charlton beat Arneborg in the 880 yards swimming race at Sydney by fifteen years, this constituting a world's record. We should say that it also established an endurance record. Wonder what year Arneborg started?

The *Post* says our ancestors had an antipathy towards potatoes. Wish our cook-boy was that way inclined.

Free trade can go too far. Where do all these bright lads go who get prizes at our annual distributions?

What about Hongkong making a twelve-mile limit for pirates?

Synonyms: Kwangtung. Disorder.

Whether your telephone will cost you more depends very largely on how much longer the Company will continue to mess about in the hole at the foot of Wyndham Street.

Wednesday morning's papers enjoyed increased sales. The Governor gave a dance on Tuesday night.

After reading Mr. Kotewall's speech, the demise of Dr. Samuel Smiles is to be regretted.

It is appropriate that a Labourite be called upon to form a cabinet.

Heading for a forthcoming football match: "Scrapping Surrey Squelch South China."

As we read it, the scope of the Board of Education should be extended, but not so far as the Diocesan Boys' School.

One of these days any of the treaty ports may be expected to declare Hongkong infected on account of pirates.

What about getting our Boy Scouts to rally round and do a bit of roadmaking these Saturday afternoons?

The Health Department report an Irish case of fever. Evidently something rash.

There is no truth in the rumour that the Electric Co. has secured the tender for an illuminated address to be presented to the Hon. Director of Education.

The worst of Corean is that you don't know whether it's "The Wreck of the Hesperus" or "We want more holidays."

Distorted Proverbs: Free Speech and Free Whisky gang colluded last Monday. Fortune, the gither.

The Volunteers are to have a route march, with a steak and that 1st foot puzzle game will be known as "Hongkong Pirates." The jam after the medicine.

BURNS MEMORY.

LAST NIGHT'S TRIBUTE.

WITTY SPEECH BY H.E. THE GOVERNOR.

The anniversary of the birth of Robert Burns, Scotland's greatest bard, was worthily celebrated by local Scots and others at the Hongkong Hotel last night, when dinner was partaken of by a large and distinguished gathering in very appropriate surroundings. Pipers were in attendance, several of those present were in Highland costume, and there was haggis, barley bree and other reminders of Scotia including a large portrait of Burns himself and a model of his cottage. The chair was occupied by this year's Chief, Mr. Sutherland, the guest of honour being H. E. the Governor, to whom was entrusted the toast of the evening, "The Immortal Memory of Burns."

Following the dinner, essentially Scottish in character, the Chief called upon His Excellency to propose the toast of the evening, extending a hearty welcome to him.

The Immortal Memory.

His Excellency the Governor received with loud applause on rising to propose "The Immortal Memory." He said: "Gentlemen, if I am unable to make myself heard I beg that you will excuse me because not being a hardy Scot I have found that the atmosphere was rather too much for me and I have had to spend most of the evening meditating on the Immortal Bard on the verandah. (Laughter). The toast which I did not offer but which I consented to propose is that of The Immortal Memory of Robert Burns. I may say that it is no more necessary in proposing his health than in writing an epitaph to speak the exact truth—(laughter)—but at the same time I am bound to confess that I have no fault to find in this case with the adjective 'Immortal' as attached to the memory of Robert Burns (Applause). It is a commonplace of literary criticism that a literary man who has been over-praised in his life or just after his death then goes through a period of eclipse, and it is only some time after he is dead that you can range him in his proper position compared with others. Two great writers of Scotland have not yet emerged from the depth of the trough into which they have descended: I refer to Sir Walter Scott and Thomas Carlyle, who are both now suffering from an undeserved 'underrating' and who, I am sure, in another generation or half a generation will be restored to their proper place—and a very high place it is—among others. (Applause)."

Burns' Level.

But Burns has outlived any such depression. He has reached probably his right level; possibly not quite the high level he will reach. With his usual insight he informed his friend in the latter days of his life that he would be more respected 100 years hence than he was at the time. More than 100 years have passed and time has only proved the truth of Burns' prophecy. I think we may therefore safely say that the word "Immortal" is right and that the memory of Robert Burns will endure as long as the Scots language, I will not say is spoken, but is understood (Laughter and applause).

I must make my own position clear. I regard it as a very high honour to be asked to propose the health of this North Briton, but I feel that it was scarcely fair to me and certainly not to you and more especially not fair to Robert Burns, because any appreciation of him must necessarily involve quotations from his poetry, with which I am afraid, I am entirely incompetent to grapple. (Laughter). You will find the respectable Lowlander whose forbears thought the only good Highlander was dead, appearing in a kilt and pot infrequently playing the bagpipes, the sound of which would have sent his ancestors looking for the ancestral gun or elymore; and I find that anybody who I have normally supposed to be of respectable Sassanach blood is finding he had somewhere a sixteenth quartering of Scotch nobility (Laughter). I hasten to explain that I have no claim at all to Scotch blood. I do not even put forward the claim, previously put forward on such an occasion, that I occasionally wear a tartan tie (Laughter). I feel, therefore, it is hopeless for me to try and grapple properly with quotations from the bard,

because I feel like the mouse of which he speaks with such conviction, "Wee aleckit, cowrin', tim'rous beastie."

and I cannot even hope that the spirit of Scotland will endow me with the art of speaking in the same way as it did the other mouse in the story, which is probably familiar to all of you. It is an old story and will bear repetition. It is the story of a lonely Scot living in lonely lodgings in London. From his native land was sent in January a bottle of the national drink of Scotland, which he kept until he partook of a solitary meal on the birthday of Robert Burns. He was drinking the wine of his country with his frugal meal and was unfortunate enough in rising to upset the remainder of the whiskey in his glass over the bread lying on the table. Coming back a few minutes later he saw a small mouse nibbling at the whiskey impregnated in the bread. He made a noise to frighten it away. The mouse looked up, curled up his whiskers, assumed an attitude of self-defence and said "You can bring your cat now" (Loud laughter). I apologise for the language of the mouse, but it is probably the first time he had come across Scotch whiskey. (Renewed laughter).

The Poet's Art.

I must express my gratitude to a former Chief, who had for some years past been seizing every opportunity to induce me to improve my acquaintance with the works of the bard, not only for the great pleasure I have obtained in reading his works but because it has solved a problem which has been worrying me for years, ever since I took to attending meetings of Scotsmen on the 30th November. It always appeared to me a very curious circumstance that one was asked to celebrate the patron saint of Scotland, St. Andrew, when the honour of the occasion appeared to be shared by haggis and Robert Burns. One can understand the haggis because one realises that in olden times the ancient Greeks used to sacrifice that part of the animal to their gods. (Laughter), but I was always puzzled about the presence of Burns, until I had been induced and almost compelled by Mr. Stephen to study him with greater care. I then realised that it is a serious feeling on the part of the Scotsmen, and that they realise that Scotland owes a very great deal to Robert Burns, who has preserved the Scottish language, which was in danger of falling into considerable disrepute in his time. He did for the Scottish language what Sir Walter Scott did for Scottish history—made it understood to other people than the Scots. I should like to illustrate what I mean by reading you two extracts from eminent literary men, both of them Scotsmen.

The Scotch Tongue.

Writing in 1779 Professor Beattie of Aberdeen refers to "The Vulgar broad Scotch" and says: "To write in that tongue and yet to write seriously is now impossible, such is the effect of mean expressions applied to an important subject, so that if a Scotch merchant or man of business were to write to his countrymen in his native dialect the other would conclude that he was in jest. Not that this language is more ridiculous than others. But for more than half a century past it has even by the Scots themselves been considered as the dialect of the vulgar. To an Englishman who had never conversed with the common people of Scotland the language would appear only antiquated, obscure or unintelligible, but to a Scotchman who thoroughly understands it and is aware of its vulgarity, it appears ludicrous from the contrast between meanness of phrase and dignity or seriousness of sentiment." That verdict, I again hasten to point out, was that of a Scotsman. It may be compared with this, written in 1809 by Francis Jeffrey: "We beg leave in passing to observe that this Scotch is not to be considered as a provincial dialect—the vehicle only of rustic vulgarity and rude local humour. It is the language of a whole country, long an independent kingdom and still separate in laws, character and manners. It is by no means peculiar to the vulgar, but is the common speech of the whole nation in early life, and with many of its exalted and accomplished individuals throughout their whole existence. Scotch is in reality a highly poetical language, and it is an ignorant as well as an universal prejudice that would seek to confound it with the barbarous dialects of Yorkshire and Devon." I submit that it is mainly the influence of Burns that

caused the great change in the two statements. I do not suppose for a moment Jeffrey really meant what he said; he knew it was the sort of thing his readers expected him to say or to think, and I think the difference between those two statements is the measure of importance of Robert Burns to the history of Scotland. At the time he started writing Scotland was, I suppose, at its lowest level from a national point of view, because by its efforts—possibly mistaken efforts—to replace the Scottish king on the throne of the United Kingdom it appeared to be sinking into a province of England, and when such a remarkable man as Boswell thought it necessary to apologise for being a Scotsman I think it shows the position was getting rather serious. I have never known, in recent years, a Scotsman apologising for his nationality (Hear hear). I think you will all admit the Scottish language and the Scottish people owe a great debt to the immortal memory of Robert Burns.

The Bard's Personality.

It is of interest to consider what sort of man this was to whom you owe this debt. I suppose that there have been few people of whom so many biographies have been written and so many criticisms made as Robert Burns. I confess I have not endeavoured to study any large proportion of them, nor do I propose to do so. Most of them, to my mind, seem somewhat interfering and impertinent. It is not for me to discuss the minor details of the life of Burns; the main thing is that having lived a variety of life he produced certain poems in the time. A great deal of time has been wasted in attacking his habits, and a great deal in defence of them.

"An honest man may like a glass."

"An honest man may like a lass." It is quite possible he may not have confined his liking in either case to a single glass or a single lass, but after all that was very largely his business. (Laughter), and though perhaps we may regret that a man should not rise above the normal morality and sobriety of his time, it is unreasonable to expect too much sobriety. I cannot help thinking in reading some of these criticisms that the real trouble was that Burns started from the lower social rank. It seems to me rather ridiculous to attach undue importance to certain lapses of sobriety and morality at a time when the upper classes of society were corrupt in both respects. I cannot help thinking that what was at the back of the minds of the critics was "How dare this man imitate or interfere with the vices of his betters?"

Burns and Bananas. I think the less investigation made into the details of the

life of any great author the better, to you the great loss to poetry if you know that Burns was brought up as that he did not go to Jamaica up in an honest, God-fearing, poor for a short time. Cannot you family in Scotland. He early be imagine the wonderful poems a came known for his poetic talent, man would write who had such and after a time he published his great appreciation of the beauties first book of poems, but then owing of nature, of the sunny skies, the to the results of his social habits, tropical dawn, the animal life of he thought it necessary to consider the forests, and then on his return seriously going to Jamaica. The comparison he would produce wonder whether it ever occurred. (Continued on Page 16.)

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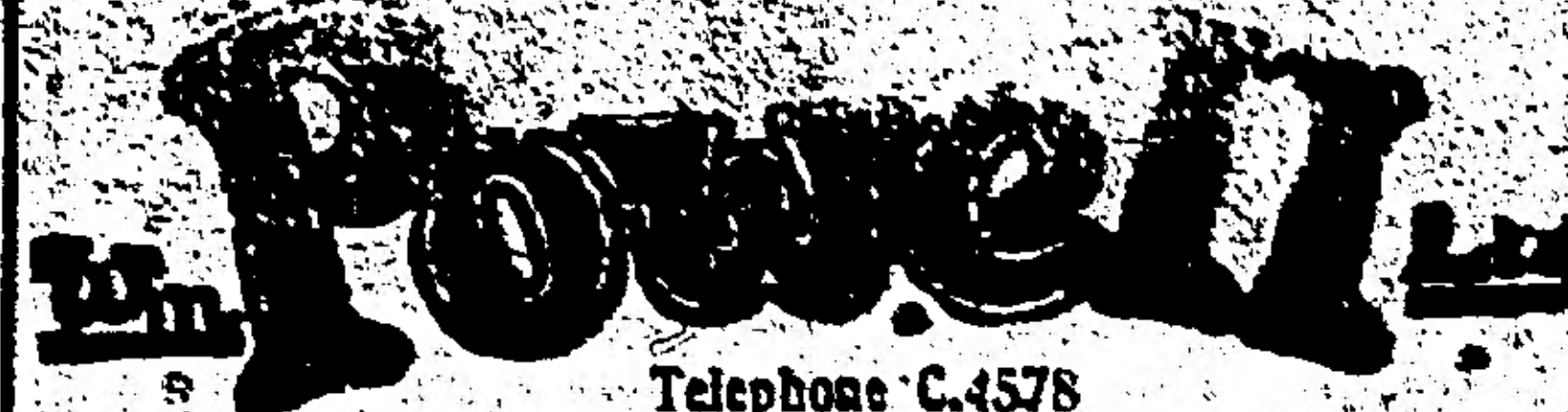
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Coats.

Sunshades.

En tout. Cas.

Rainproofs.

Wm. POWELL Ltd.

12, Des Voeux Road.

BRANDIES.

Legrand et Fils,
Courvoisier & Co.
Rouyer, Guillet & Co.

John Ershaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.

B. B. Pale Old Liqueur.

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone Central No. 75)

ASAHI BEER.

BREWED BY

DAI NIPPON BREWERY Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

Now, is the winter of the Pipe Smoker's content, As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

Skippers	\$1.20
Pinnace Navy Cut	\$1.20
E.D.V. Mixture	\$1.30
Cordogan	\$1.50
Boardmans, Chairman Recorder, John Cotton, Barney's, Parson's Pleasure, Punch Bowl, Army Mixture all to	\$1.50
Ardath	\$1.40
Valladis Egyptian Cigarettes reduced to non pipe mix	\$1.40
La France	\$1.40
Dames	\$1.40
Superfines	\$1.30

THE HONGKONG CIGAR STORE, LTD.

Alexander Building

CAMERA NEWS.

**K Shoes**

have the Quality and Comfort that men are demanding to-day in their Shoes.

Stocked in Brogue, semi brogue and plain styles in all sizes by

Mackintosh
— & CO., LTD.

Men's Wear Specialists.

Alexandra Building. Des Voeux Road.

ELECTRICAL INSTALLATIONS

Estimates and advice free

**SOLE AGENTS FOR—
JOHNSON & PHILLIPS**

Cable, Transformer and Switchgear Manufacturers.
J. & P. wiring system is the only suitable method for this climate.

THE ELECTRICAL DEPARTMENT
THE HONGKONG & SHANGHAI HOTELS, LTD.

For Inexpensive
and Charming
GOWNS

And

Practical Lessons in
dressmaking, please
call at

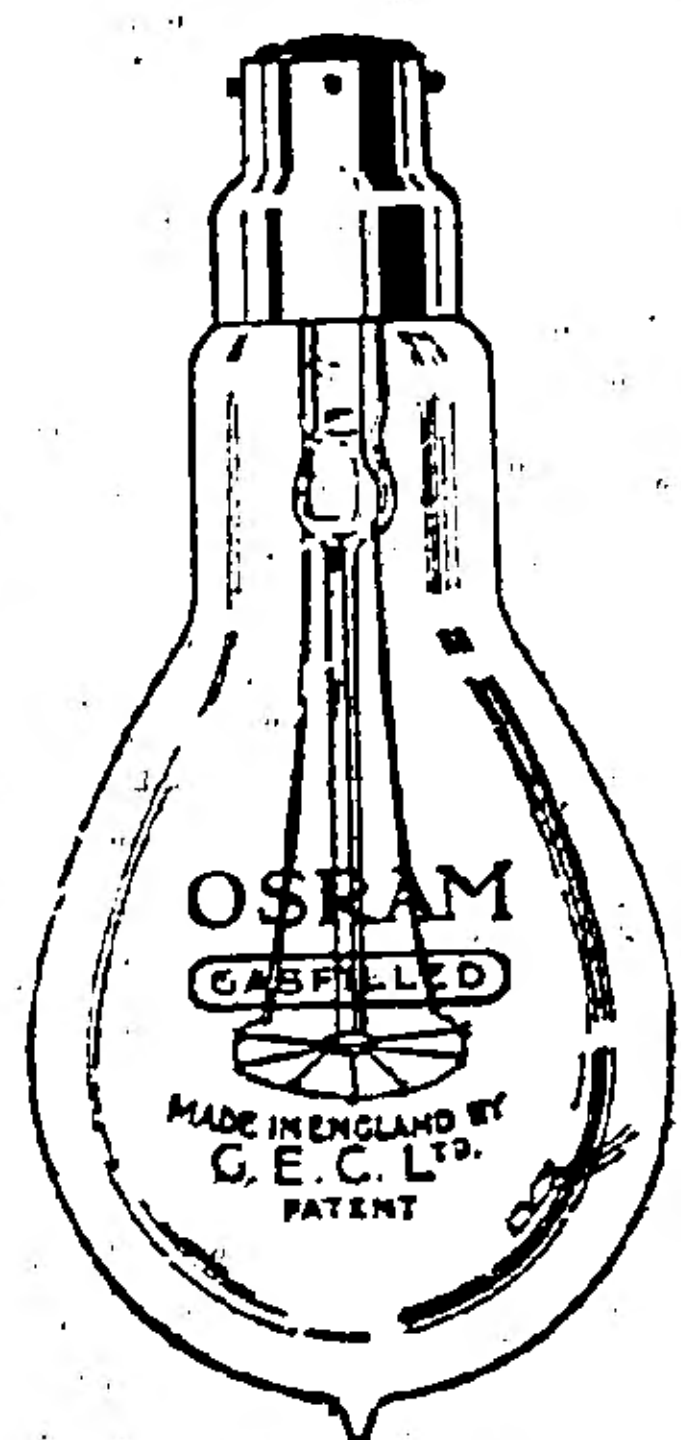
LES ELEGANCES DE PARIS

No. 8 Queen's Road, Central. 1st. Floor.

Tel. No. C.386.

Tel. No. C.386

Osram
G.E.C.



BRITISH MAKE
PRICES REDUCED

FROM NOVEMBER 1st. AS FOLLOWS:—

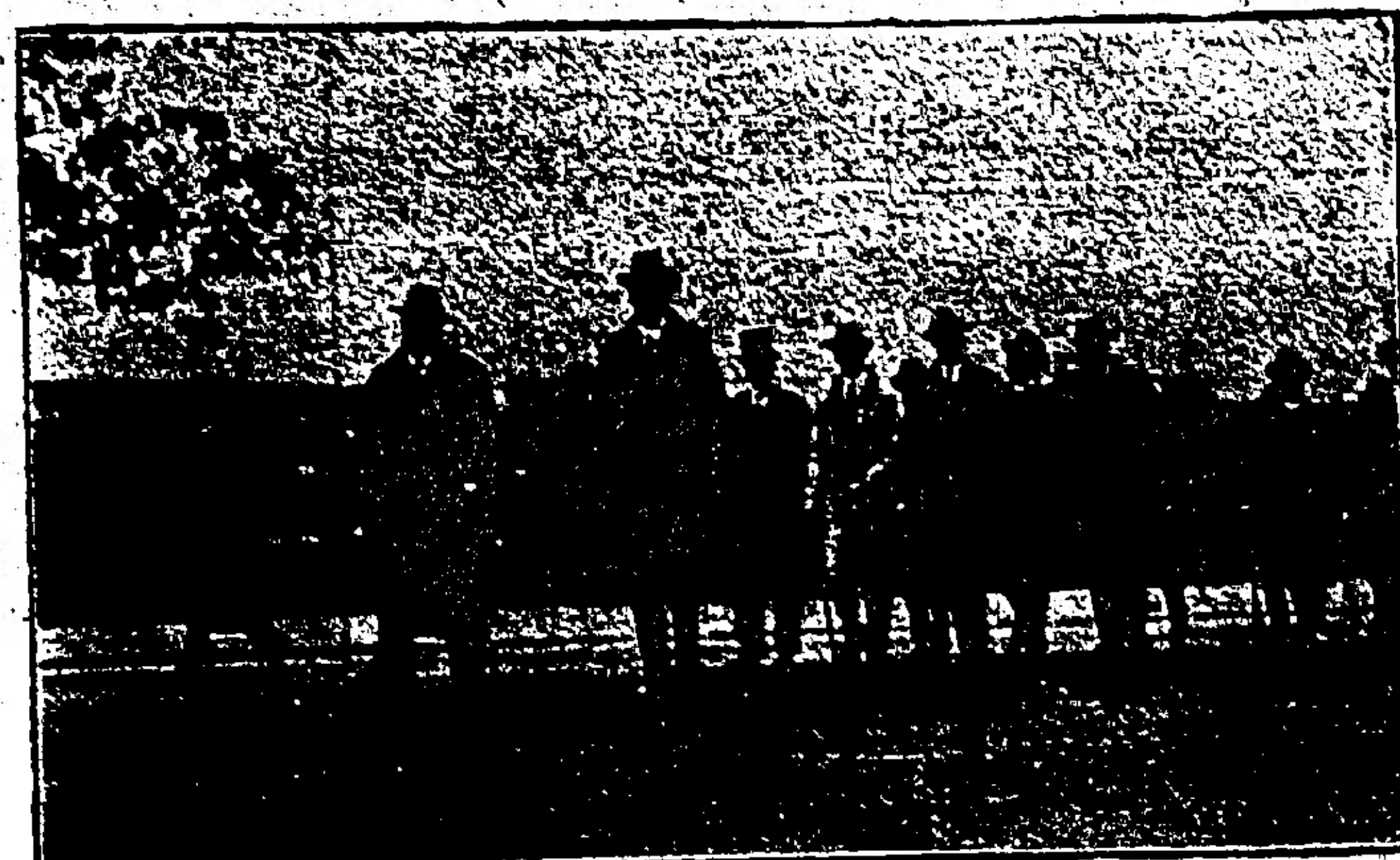
30	WATT	.70
40	WATT	.75
60	WATT	.85
75	WATT	1.00

THE CHEAPEST & BEST GAS FILLED LAMP
OBTAINABLE

THE G. E. C. OF CHINA LTD.
QUEEN'S BUILDINGS, HONGKONG.



Mr. Y.J.G. Walle and his bride—Miss A.A. Michnevitch. (Photo: Ming Yuen.)



H. E. the Governor and Hon. Mr. Pollock arriving for the stone-laying ceremony of the new European Y.M.C.A. (Photo: Ming Yuen.)



This is one of the Chinese stage models designed by Mr. W. Sinclair which is to be displayed at the British Empire Exhibition.



Here is another of Mr. Sinclair's stage models. It is after the style of a Chinese print.



One of the groups of schoolboys being examined for age, height, weight, lung capacity and strength of grip at the Chinese Y.M.C.A. gymnasium. Some 3,000 observations have been made during the past three years under the direction of Mr. A. E. Dome. (Photo: A. Fong.)



Mlle. Lucy de Sheimo, who is to appear at the Theatre Royal on the 21st instant.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
30 d/a. San Francisco and New York

SELLING	BUYING
T/T 2/4	2/4 1/2
Demand 2/4 1/2	2/4 1/2
30 d/a 2/4 1/2	2/4 1/2
4 m/a 2/4 1/2	2/4 1/2
T/T Shanghai 2/4 1/2	2/4 1/2
T/T Singapore 2/4 1/2	2/4 1/2
T/T Japan 2/4 1/2	2/4 1/2
T/T India 2/4 1/2	2/4 1/2
T/T San Francisco and New York 2/4 1/2	2/4 1/2
T/T Java 2/4 1/2	2/4 1/2
T/T Manila 2/4 1/2	2/4 1/2
T/T Hongkong 2/4 1/2	2/4 1/2
T/T London 2/4 1/2	2/4 1/2
T/T Paris 2/4 1/2	2/4 1/2
Demand, Paris 2/4 1/2	2/4 1/2

SUBSIDIARY COINS.

Hongkong 50 cent pieces	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1
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PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS LIMITED.
HOME VIA CANADA

HONGKONG TO ENGLAND

Via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

From	To	Days	From	To	Days
EXPRESS AUSTRALIA	Feb 12	15	MARCOSS	Feb 12	15
EXPRESS AUSTRALIA	Feb 19	22	MARCOSS	Feb 19	22
EXPRESS AUSTRALIA	Feb 26	29	MARCOSS	Feb 26	29
EXPRESS AUSTRALIA	Mar 5	8	MARCOSS	Mar 5	8

Other Atlantic Sailings every 10 days to Liverpool, Southampton, Glasgow, Antwerp, Rotterdam & Hamburg. Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

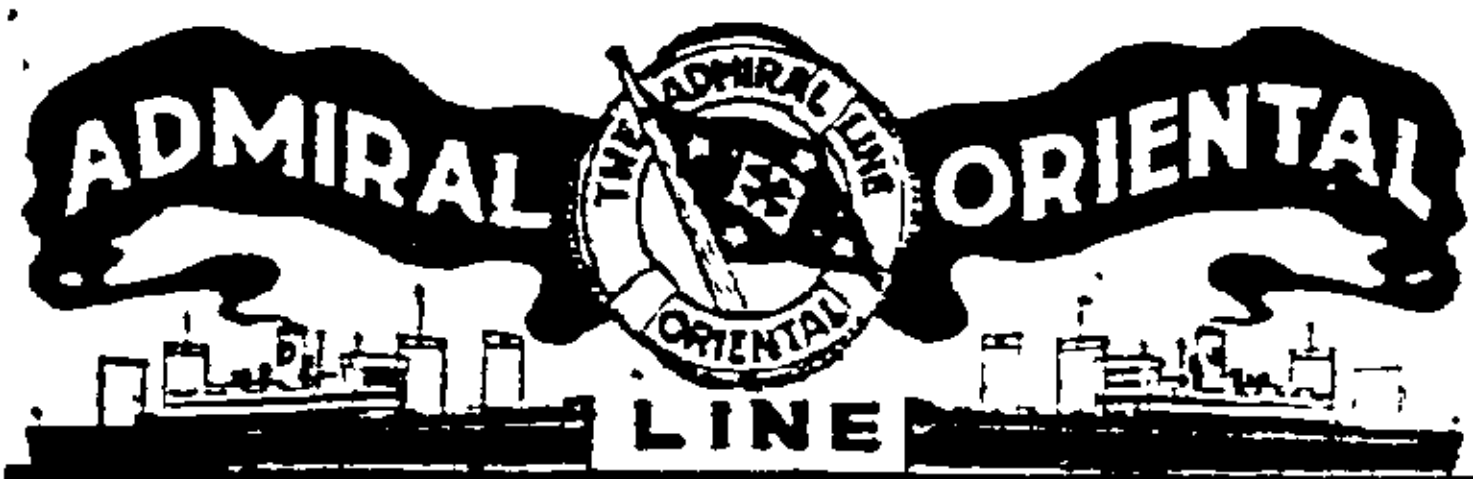
HONGKONG-MANILA SERVICE.

Continuing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

Three Trans-continental Transits Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotel at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department Tel. 722 Cable "CANADIAN" SUTHERLAND



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MCKINLEY"	Jan. 29th
"PRESIDENT JACKSON"	Feb. 10th
"PRESIDENT JEFFERSON"	Feb. 22nd
"PRESIDENT GRANT"	March 5th
"PRESIDENT MADISON"	March 17th

TO EUROPE

£120-£112-£110

First Class to the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Through Trans-continental Railways. Any Line on the Atlantic. Through Arrangements and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON"	1st Feb.
"PRESIDENT JEFFERSON"	15th Feb.
"PRESIDENT GRANT"	25th Feb.

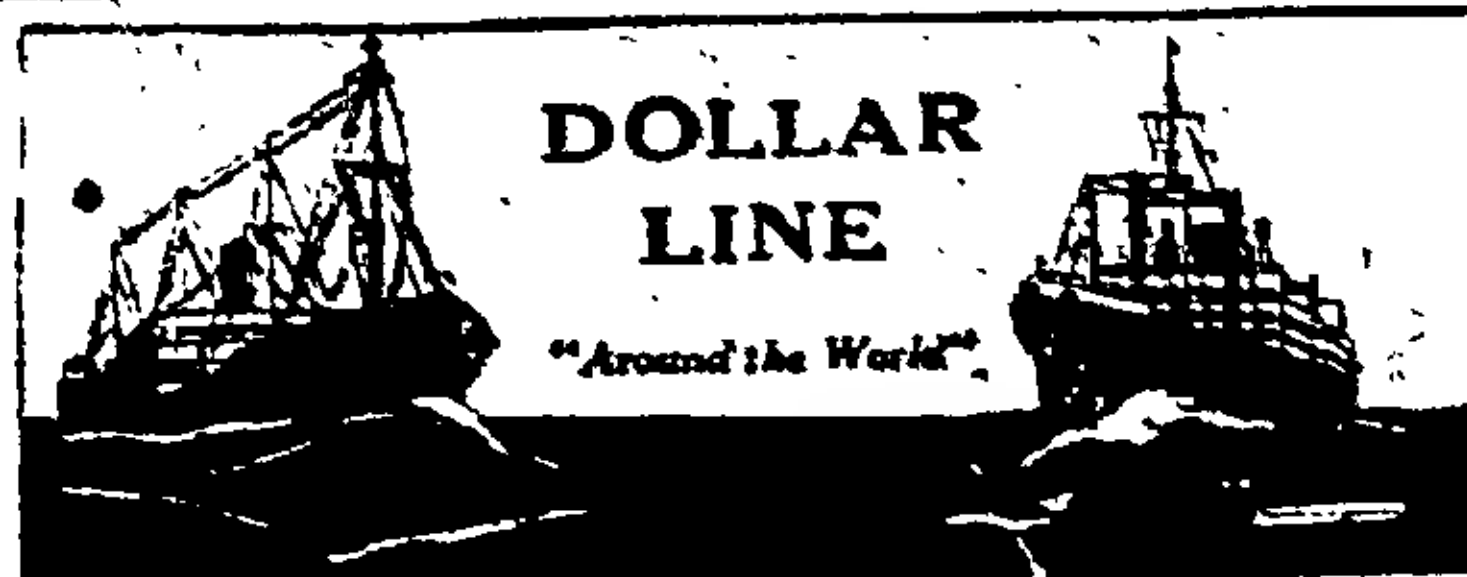
Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Carriage of this paper on file in our offices SEATTLE, CHICAGO, & NEW YORK.

Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor. Telephone Central 2477 & 2478. No. 4 Des Voeux Road. CABLE ADDRESS "DOLLAR"

PACIFIC SHIPPING.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN
STEAMERS TO

MANILA, SINGAPORE, PENANG, COLOMBO, NAPLES, GENOA, MARSEILLES, BOSTON, NEW YORK.

"PRESIDENT HARRISON"	Feb. 5th
"PRESIDENT HAYES"	Mar. 4th
"PRESIDENT ADAMS"	Apr. 1st
"PRESIDENT GARFIELD"	Apr. 15th
FROM SAN FRANCISCO FOR HONOLULU, KOBE, SHANGHAI AND HONGKONG.	
"PRESIDENT HAYES"	Feb. 2nd
"PRESIDENT ADAMS"	Mar. 1st
"PRESIDENT GARFIELD"	Mar. 15th
"PRESIDENT POLK"	Mar. 29th

FREIGHT SERVICE

FROM HONGKONG
FOR NEW YORK & BOSTON VIA PANAMA.
FOR NEW YORK, BOSTON & BALTIMORE VIA SUEZ

"VIRGINIA DOLLAR"	Feb. 23rd
"ESTHER DOLLAR"	Mar. 24th
FOR SAN FRANCISCO & SAN PEDRO.	
"STUART DOLLAR"	Feb. 2nd

Through Bills of Lading to all United States and Canadian Overland Points & Havana.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor. Tel. C. 2477 & 2478. No. 4 Des Voeux Road. CABLE ADDRESS "DOLLAR"

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE
£120-£112-£110

From	To	Days	From	To	Days
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.					
SHINYO MARU	Feb. 1				
SIBERIA MARU	Feb. 17				
TAIYO MARU	Mar. 14				
SENJO MARU	Mar. 27				
KOREA MARU	Apr. 8				

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENAO, ARIKA & NIQUEZ.		
THENCE BY TRANS-ANDERSON ROUTE TO BEIJING, AYRES.		
RAKUYO MARU	Jan. 25	
GINGO MARU	Mar. 13	
AYO MARU	Apr. 24	
SEIYO MARU	June 10	

Through Bills of Lading issued to all United States Overland Ports & via Panama Canal Lines to Atlantic Ports. For full information regarding passage, freight and sailing, apply to—

Y. TSUTSUMI, Manager, King's Building.

Agents at Canton: Messrs. T. E. GRIFFITH, Ltd. Tel. Central No. C. 2374 & C. 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 4th Feb. LEGAZPI about 30th Mar.
C. LOPEZ Y LOPEZ 17th Mar.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
LEGAZPI about 12th Mar. C. LOPEZ Y LOPEZ 28th Apr.
The steamers of this Company are classed 1st All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Dining cabin.

For particulars of freight or passage apply to—

BUTELHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.
O. D. BARRETTO, 18 Central Avenue, C. Canton

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.			
S.S. HYSON	via Suez Canal	5th Feb.	
S.S. EURYBATES	via Suez Canal	16th Feb.	
S.S. IXION	via Suez Canal	21st Feb.	
S.S. KADINGA	via Suez Canal	2nd Mar.	

Steamers proceed via Suez Canal or via Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: HOLYOAK, KISSEY & CO. LTD. CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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WOMEN'S INTERESTS

SMART JERSEY FROCKS.



One of the charms of the jersey dress is its infinite adaptability. The frocks sketched illustrate the point. One follows the peasant lines—peasant sleeves, full blouse and skirt. Another is the simplest of one-piece models with trim tailored collar and cuffs. Still another uses pleats and a megarum for trimming.

BEAUTY AT THE DANCE.

If you want to look your best at the dance don't dress in a hurry—especially if you are a girl who has been working all day in an office or a show-room. Give yourself ten minutes' rest, if you can't spare more, before you start dressing; it will be ten minutes well invested.

When you get home in the evening change into a dressing gown and have a light meal, then lie down for the ten minutes, or whatever time you can spare for rest. Close your eyes and relax all your muscles, and if you have been using your eyes all day, and they feel tired, wring a soft handkerchief out in hot water, sprinkle a few drops of eau de Cologne on it, and folding it like a bandage, lay it across the closed eyes. This will refresh them and make them bright and sparkling.

After your rest take a warm bath if you can, for this will refresh you tremendously, but if that is not possible dip your feet into hot water, to which a good handful of common salt has been added. Dry them, then sprinkle a few drops of eau de Cologne into the palm of the hand and rub it into them. You will then be able to dance till morning, and your feet will feel as fresh as when you started.

To make your skin soft and white add a quarter pint of milk to the water used for washing the face, neck and shoulders. Make a paste with a little fine oatmeal and milk and rub this into the skin, allowing it to become almost dry, then rub it off with the tips of the fingers. It will come off in tiny flakes, and will prevent the face from becoming shiny right through the evening.

If you are a blonde, instead of white or pink powder, use the pale mauve shade of power called "lilas"; while a brunette will be wise to discard the shade she generally uses in favour of a powder tinted pale green.

Most girls, even if they do not "touch up" in the ordinary way, employ a little artificial aid when going to a dance. If you use either of the coloured powders mentioned take care that your lip stick suits the colouring chosen, and for touching up the eyes use a brown eyebrow pencil if you are fair, for this has a much softer effect than a black one.

And, should you use a liquid powder for your neck, shoulders and arms, after applying it and allowing it to dry thoroughly, rub a piece of soft chambray

KEEPING CRYSTAL WARE BRIGHT.

Even the plainest glass will shine if it is properly washed and dried. Glass-ware should be washed in cold water, to which a little liquid ammonia has been added, well rinsed in cold water and dried with a soft cloth quite devoid of "fluff," however and not left to drain.

Even if a glass has been used for milk there is no occasion to wash it in hot water. Rub the milky surface well with a little salt moistened with cold water, then rinse and polish the glass in the usual way.

SIMPLE LINES.



Simple lines and fur trimmings are two rules for smart winter frocks.

Sketched here are new models of winter frocks. They are styles adaptable both to silk and to wool fabrics and have slim straight lines so entirely becoming.

leather and rub it well in. Your skin will then look like white velvet, and the powder will not rub off on your partner's coat sleeve—a tragedy which happens to a piece of soft chambray

FASHIONABLE NOVELTIES.

Shawls of real lace, brocade, or thick crepe de Chine, heavily embroidered with a design similar to that found in old Italian silk tapestry, are to the fore. A small-sized Spanish shawl is also on the market, one that, folded cornerwise, will drape the head like a bandeau and act as a shoulder wrap as well. Spanish lace, heavily fringed, is another original shawl that is useful for many occasions.

A new set of collar and cuffs in fine silk muslin are embroidered in wool, or daintily bound with several rows of different coloured baby ribbon. The deep collar of Puritan shape is the most becoming. A crepe de Chine blouse, cut like a sailor's top, also has rows of narrow ribbon as a trimming. A waist-coat of hand-painted suede, or brocade such as Beau Brummell would have worn, is a pretty novelty to be noticed.

The new bedroom shoes are most attractive. With leather sole and a slight heel, they are made of crepe de Chine, finely pleated, with a border of fur that fits comfortably round the ankle. Not only in black, but green, crimson, cherry, and cyclamen; these cosy shoes are made, and they make as delightful a present as the satin mule that has a deep border of ostrich feather across the toe-cap.

Bandeaux for evening wear have a wide range. Silver leaves and a dark flower, mounted in the form of a coronet, make a pretty head-dress. The coronet is the most popular shape for evening bands this winter. It is not always formed of flowers. Some are made of tiny quills, black tipped with gold or silver; others have a row of ostrich tips rising behind a band of sequin trimming. The "chignon net" composed of flower buds is a pretty style for a low hair dressing. Then there is the comb of golden balls reminiscent of the Second Empire, worn also across the back of the head above a low hair dressing. A spray of tapering, wide at the bottom and tapering off to a single leaf, is dainty for a back-hair dressing.

THAT PICOT RIBBON EFFECT.

Rows and rows of dainty ribbon form the trimming of many a dainty garment at the moment, and yards and yards of ribbon run away with heaps and heaps of pennies more than many of us can afford.

Yet the girl with a short purse may have just the same effect for a fourth of the money if a yard or two of suitable material is purchased and tacked into parallel lines the width of the ribbon she would have bought if her purse had been longer. The material can then be taken to a machine shop and be hemstitched quite cheaply.

By cutting through the hemstitching a picot edging is obtained which is quite strong and has the same effect as a picot ribbon.

THE FASHIONABLE EARRING.

The fashion of long earrings does not wane. Cut steel drops of the ancient button type, some preparation that simulates the dark blue opal; butterflies wings in a blue-green, mounted in silver; topaz, amethyst, lapis lazuli, and such stones, are all made into drop earrings. The latest type of earring is made of suede or leather, hand-painted with flower, insect, or some Egyptian motto. This novelty is inexpensive, but is very effective for ordinary occasions.

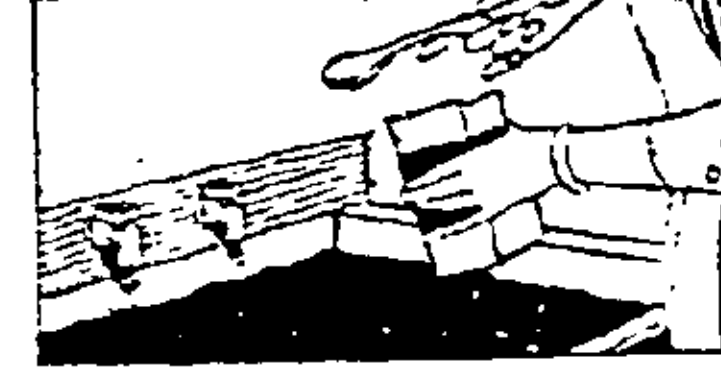
HOUSEHOLD HINTS.

CLEAR GLASSES. Moisten the tips of the fingers and then rub them over a cake of



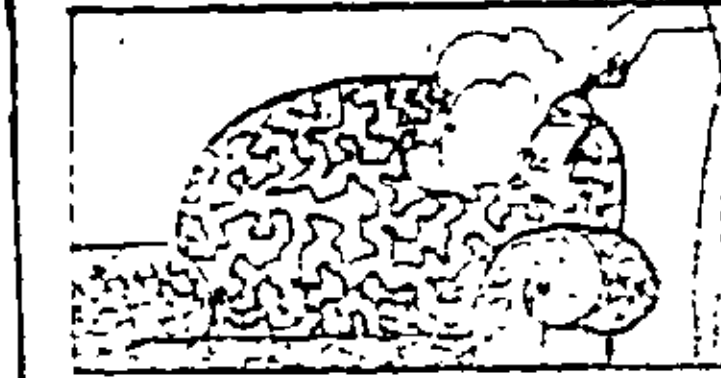
soap, rub the lens of your eye-glasses and then polish as usual. This will prevent the moisture which gathers upon glasses when when one goes from a cold into a warm atmosphere.

LIGHT STOCKINGS. When washing light coloured stockings add a tablespoonful of



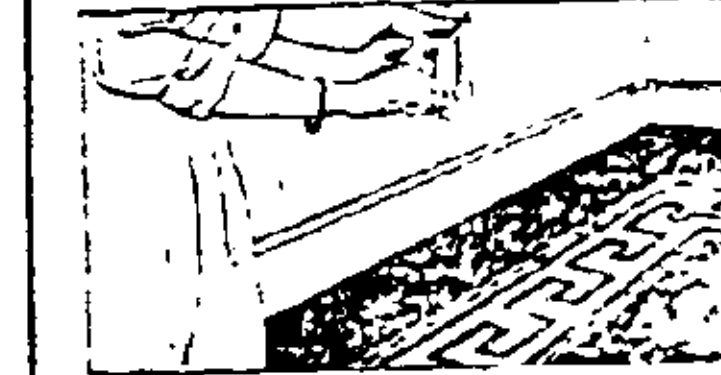
borax to the water. This removes stains made by the shoes.

UPHOLSTERED GOODS. Upholstered furniture should be dusted with a brush and wiped



with an old silk duster. The woodwork must be rubbed with a soft cloth.

GREASY CARPET. To clean a greasy carpet mix whitening and corn meal and heat



the mixture, then sift it thickly over the surface and cover with gasoline. Rub hard and quickly until the gas-line evaporates, then sweep very clean and wipe with a damp cloth. Of course, there should be no fire in the house when this is being done.

TO CLEAN SOILED CROCHET WORK.

Soiled crochet work should never be sewn to the material it is to adorn until it is as white as the material itself.

HOW TO DANCE THE WILDFLOWER WALTZ.

BY ARTHUR MURRAY.
DIRECTOR, NATIONAL INSTITUTE OF SOCIAL DANCING.

THE Wildflower waltz was not misnamed when one takes into consideration the carefree manner and abandon which characterize this dance.

This new waltz is lively, yet conservative; it does not tire one out as did the old-fashioned waltz. It is undoubtedly one of the most fascinating dances we have had in several seasons.

MAN'S PART. Step forward on the left foot for three beats of the music. While the weight is on the left foot, swing the right foot in front of you.

Take a long step back on the right foot, holding the weight on it for three counts. While the weight is on the right foot, swing the left foot backward.

After mastering the first two paragraphs above complete the step by taking two forward waltz movements, totalling six counts.

Repeat the entire step. Step forward on the left and swing the right forward. Then step backward on the right and swing the left backward. Complete the step by taking two forward waltz movements.

LADY'S PART. Read the man's part carefully. Step backward with the right foot, holding the weight on that foot for three counts. At the same time swing the left foot backward.

Step forward with the left foot and hold the weight on that foot for three beats. At the same time swing the right foot as far forward as possible. Note that when you swing your foot forward, the feet are lifted slightly off the floor.

Complete the movement by doing two backward waltz movements totalling six counts.

Repeat the entire step.

MAN'S PART. Step forward on the left foot and hold the weight on that foot for three beats of the music. As you take this step, let the body swing forward and rise up and down on your left foot. (The right foot is brought up to the left but no weight is placed on the right foot.)



Arthur Murray and Aileen Meehan illustrating the first step in the new "wildflower waltz."

Take a long step backward with the right foot, rising up and down on the right and holding the weight on that foot for three counts. (The left foot is brought up to the right but no weight is placed on left).

Note that by stepping forward with the left foot and then stepping backward with the right, rising up and down on each step, you do a rocking movement. The body sways forward, then backward. Each step is given three beats of music.

TO COMPLETE IT.

The step is completed by taking two forward waltz movements beginning with the left foot. The forward waltz movements take six counts and you finish with the weight on your right foot.

Repeat the entire step. (Rock forward on left, rock backward on right, then take two forward waltz movements of six counts).

LADY'S PART.

Step backward on the right foot and hold the weight on that foot for three counts. (At the same time draw the left foot up to the right without placing any weight on the left foot.)

Step forward on the left foot and hold the weight on that foot for three counts. (Draw the right up to the left without placing any weight on the right foot.)

Take two backward waltz movements, beginning with right foot. The backward waltz movement takes a total of six steps so that you finish with your weight on the left foot.

Repeat the entire movement.

GAIETY AND WORK.

Gaiety and work are parts of life that seem to be hard to reconcile. The business girl finds it difficult to catch the usual morning conveyance to the City when she has danced most of the night away. Older women sometimes declare that they cannot attend to the day's duties properly if they have been up after midnight.

The girl who returns from a dance in the small hours should resist the temptation to stay in bed later than usual, eat a very simple though nourishing breakfast, and make certain of inhaling a few draughts of real fresh air. If she can walk part of the way to the office, so much the better.

Fresh air is a wonderful restorer of vitality and beauty. We ought not to feel ill effects from occasional late nights, and as a matter of fact we rarely do, when we have enjoyed ourselves. Boredom breeds profound weariness.

BUSINESS MANNERS.

Good manners are not only part of life, they are part of business success. Not only will those with whom you have to deal be grateful to you for your courtesy, you will feel better for it yourself.

Don't, of course, waste time in elaborate formalities. You can be crisp as well as cordial; brief as well as considerate. And be calm. Fussing annoys everybody and uses up your own nervous energy. It is a counsel of perfection, yet aim at keeping a quiet mind. Even if the telephone has just rung for the seventh time in five minutes!

If you are in a position of authority be careful to give to the people under you the necessary powers over their own departments. Nothing with go smoothly without due subordination. And if you ever have to reprove a subordinate, never tell her all her faults at once. This is too crushing for any human to bear.

IN PRAISE OF LAUGHTER.

Laughter is the best refreshment for jaded nerves.

Every time a man laughs it adds something to his fragment of life.

No man who has once heartily and wholly laughed can be altogether and irreclaimably bad.

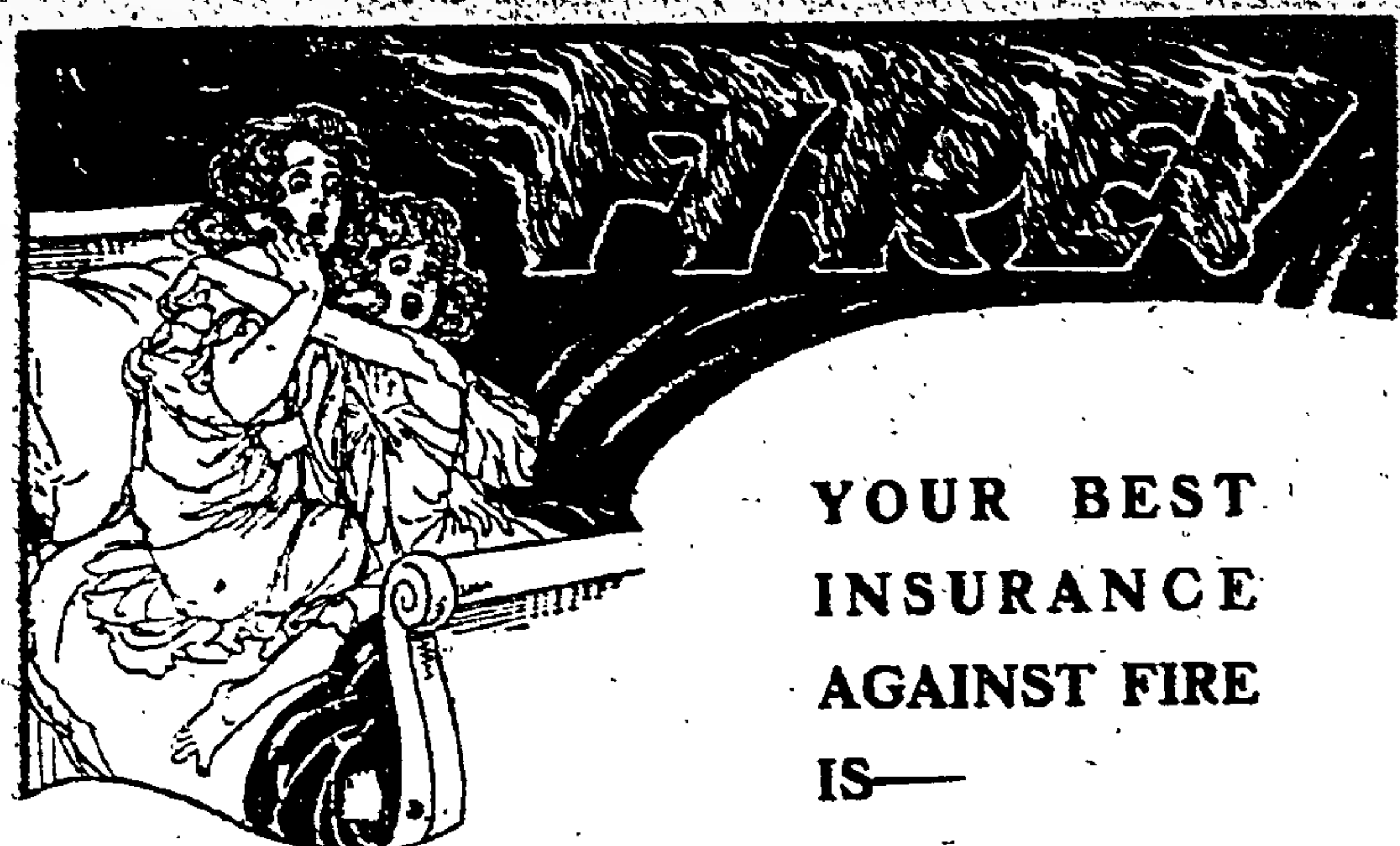
When our friends laugh at us we should accept the correction that their amusement implies.

Laughter is the cipher key by which we decipher the whole man.

A NOTABLE ENGLISH BEAUTY.



Lady Enid Vane is rated as one of the most beautiful women in England. A leader of the younger social set, she is the wife of Sir H. Vane, her title the Earl of Barnard, and daughter of the Earl of Westmoreland.



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INTERNATIONAL RULES PROPOSED.

There is a proposal afoot for a League of Nations Conference to organise a national system of listening in says a London comment.

The recent developments in wireless, whereby, for instance, listeners-in in this country can hear President Coolidge making a speech in Philadelphia and the probable developments in the near future suggested by the present researches into the possibility of seeing by wireless, are responsible for the initiative now being taken by the League of Nations for drawing up international rules and regulations.

A small committee of experts, summoned by the League, discussed the proposal recently at Geneva and recommended that such a conference be called together about the middle of 1924. The conference would be participated in by private firms as well as by governments and would draw up a code of regulations affecting wireless telephony and broadcasting, as well as wireless telegraphy.

At present there is no international scheme regulating wireless services, and the League proposal will no doubt meet with general approval.

Appropriately enough, the League's Second General Conference on Communications and Transit

which has just finished its work at Geneva has drawn up conventions dealing with the transmission of electric power across several countries and with the development of hydraulic power on international rivers.

MOST IMMORAL COUNTY.

Banffshire, according to Sheriff More, has the worst record of any county for immorality. Thirty-one cases of the kind have been tried in Banff Sheriff Court within a year. The Sheriff said there seemed to be no public opinion in the matter, and either the law was not known or it was laughed at.

RADIO NOTES AND NEWS

How To Clean "Sulphated" Accumulators.

Wireless experimenters who have neglected their equipment during the summer months may now find that one of their accumulators refuses to take or hold a charge says a writer in *Popular Wireless*. On examination it will be found that the plates of the faulty battery are more or less coated by a white or grey deposit of sulphate of lead. The trouble is generally worst at the upper ends of the plates, at the acid level, where the "sulphating" may be so extensive as to form a short circuit between the plates. The only way to prevent "sulphating" of accumulators is to keep them constantly in use with regular charging and discharging. Even when an accumulator is laid aside with full charge, this gradually leaks away, and as soon as the battery is almost run down local action commences. The electrolyte, dilute sulphate acid, attacks the plates, forming the lead sulphate, which is one of the most insoluble substances known to the chemist.

The usual treatment frequently recommended for cleaning up a sulphated accumulator is alternate reversal of current direction in charging. It has also been suggested that good results may follow a temporary replacement of the acid electrolyte by strong soda solution during the alternation of current reversal. Such remedial may be effective with a very slightly sulphated battery, but I have not found them successful.

IMPOSSIBLE TO DISSOLVE. A much more efficient method is to open the case, remove the plates, and carefully scrape off the offending sulphate by means of a knife and a wire brush. This operation is not only tedious and troublesome, but not always an unqualified success.

Obviously the most satisfactory method of removing the offending sulphate would be to dissolve it by some simple solvent. Unfortunately this cannot be done. A hot, strong solution of ammonium acetate has a solvent action on lead sulphate. It is also slightly soluble in a strong solution of ammonium tartrate. These solutions may be tried in the case of a slightly sulphated battery, where the plates have only a slight film of the sulphate.

The writer has had from time to time many sulphated accumulators brought to his laboratory for treatment, and, after numerous experiments, found that the only satisfactory method of removing the sulphate chemically lay in the use of solvent that attacked the lead plates themselves, and thus loosened the coating of sulphate. A badly sulphated accumulator which had been out of use for over a year, and which absolutely refused to charge, was treated by this method successfully, and the first charge after treatment gave a reading of five volts for the two cells after a normal period of charging.

HOW IT IS DONE.

The following details of this method indicate how a badly sulphated accumulator may be cleaned up.

The old acid was poured out of the battery, which was then washed out with water, inverted, and allowed to drain for a few minutes. The cells were then half filled with nitric acid (prepared by diluting the strongest concentrated nitric acid with an equal volume of water), plugged, and agitated so that the nitric was kept in active movement over the plates.

In a few minutes the bulk of the sulphate was detached from the plates in the form of a grey sediment. The nitric acid then was emptied out into a glass vessel, in which a considerable amount of sulphate settled to the bottom. The clear acid, after a few moments settling, was then poured off into another vessel for further use. During the settling of the sediment from the acid, the accumulator was repeatedly half filled with water, plugged, thoroughly agitated, and emptied.

Each wash of water brought out considerable quantities of lead sulphate, accompanied by a very slight brown deposit of peroxide. At least half a dozen washes with water in this way should be given, or more if any loose sediment of sulphate remains. The accumulator was not quite free from sulphate after this, so after draining the acid, which had been once used and settled clear of sediment, was returned once more to the cells, plus a little new acid, and

agitated again until the plates were free of sulphate.

FOR EXTREME CASES.

This was followed again by thorough washing with water, as before, to remove all sediment. The battery was now clear of sulphate, and after washing out with some new acid of charging strength, was filled up with new electrolyte and immediately put to the charging board in the usual way.

In very bad cases of sulphating it may be found that this treatment causes part of the plate fillings to break off after removal of the sulphate. This is not due directly to the action of the nitric acid, but due to corrosion of the plates during the sulphating. In such cases the celluloid cover should be opened in the usual way, and the plates removed to get rid of any coarse particles liable to produce shorts.

If the outer surfaces of the plates which are not protected or supported by the celluloid separators show much sign of corrosion or disintegration, some glass wool should be inserted around same when replacing them in the case, which is then sealed up with celluloid cement.

NEW TELEPHONY TRANSMITTER.

It is a well-known fact that, in order to transmit speech by wireless, the radio transmitter must produce waves which are undamped, or what is more commonly known as C.W. The system used for producing the waves are undamped, or what is more commonly known as C.W. The system used for producing these waves by most experimenters is the thermionic valve.

There are many wireless amateurs, however, who, although familiar with the quenched spark system for spark transmitting, are not aware that this type of spark gap in the correct circuit will give continuous wave transmission, and can therefore be used for telephony. This system, which was invented by Dr. E. L. Chaffer, some years ago, possesses many advantages from the experimenter's point of view, as it is easily and cheaply constructed, and is particularly suited for low-power transmission.

The circuit required for this type of transmitter is extremely simple and differs slightly from the ordinary quenched gap circuit which is used for spark transmission. This transmitter is composed of three circuits, which are as follows: the direct current or primary circuit, the closed oscillatory circuit, and the aerial circuit.

The primary circuit consists of the 300-volt high-tension supply, which can either be composed of a battery small generator or the house lighting supply. The variable resistance and the iron core inductance are included in this circuit in order to regulate the strength of the supply current.

The variable condenser which is in both primary and closed oscillatory circuits, must be made with mica or ebonite separators between the plates, in order to prevent any sparking which is likely to occur, owing to the high voltages used. This condenser is .005 mfd. max.

THE QUENCHED GAP.

The remaining portions of the closed oscillatory circuit are the quenched gap and the primary coil of the oscillation transformer. The number of turns necessary in both primary and secondary of this transformer will depend upon the wavelength used and the size of the aerial.

The microphone is connected in the earth lead of the open circuit, and on account of this it will be necessary for the instrument used to be of sufficient size to carry about one ampere, and it will be found that practically any ordinary low-resistance microphone will carry that amount of current.

The most important portion of this type of transmitter is the quenched gap.

The two electrodes must be composed of copper, and these should have a surface area of approximately $\frac{1}{16}$ in. each, and should be separated from each other by about .03 mm. One electrode is threaded so that it can be screwed in or out of the holder for adjusting purposes.

The remaining electrode is mounted upon a spring diaphragm. In order that the sparking chamber be kept strictly in the necessary that, the diaphragm



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be clamped to a rubber washer. The construction of the spring diaphragm and holder depend upon each other. If the holder is composed of metal, it will be necessary to use for this diaphragm a mica disc, such as are sold for gramophone sound-boxes. If, however, the holder is made of some insulating material, a metal diaphragm can be used.

Having constructed the set, it will be found that a few adjustments are required in order to obtain an undamped wave. To obtain this continuous wave transmission it is essential that the spark frequency be exactly one-half, one-third, or one-quarter of the oscillation frequency. Since the spark frequency depends upon the strength of the supply current the required adjustment can be obtained by altering the variable resistance and the oscillation frequency can be controlled by the variable condenser.

A fairly tight coupling should be used between the aerial coil and closed circuit coil, as this is found to improve the quenching of the gap.

CANALIZES BROADCAST THEIR VOICES

Birds on exhibition at the International Canary Show at Cleveland, Ohio, held a radio concert during their visit. They broadcast their voices from station

WTAM, the all-storage battery station here.

Those who listened in heard the best canary voices in the land. "Vancouver Premier," judged the world's champion singer, led the programme. Another artist was "Lohengrin," 1922 champion, which has been made a gift to Mrs. Coolidge.

While some of the birds took readily to the microphone, others had to be coaxed into singing by soft tones of a violin.

L.C.C. TRAMS.

The loss on the year's working of the London County Council trams is expected to be about £100,000. This can be easily met out of reserve. Much higher estimates have been made, for the trams find greater competition than ever in the omnibuses. The maximum tram fare is to be reduced from 6d. to 5d., and return tickets are to be issued.

HOARDINGS THAT MAKE LANDSCAPES

A definite move in connection with the campaign against the disfigurement of the English countryside is taken by Shell Mex. Ltd., the petroleum company, who announce their intention of removing all roadside advertising signs throughout the country. Other firms, who have hitherto been content with their own signs, are now being urged to do the same.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

To
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	8,840	9th Feb.	Miles, London, & Antwerp
SOUHAN	6,696	16th Feb.	Singapore, Penang, Cebu & B'way
MOREA	10,911	23rd Feb.	Singapore, Penang, Cebu & B'way
ALIPORE	5,273	27th Feb.	Singapore & Bombay
NAGPORE	5,273	4th Mar.	Singapore, Colombo & Bombay
PERIM	7,648	6th Mar.	Singapore, Colombo & Bombay
KARNALI	5,098	8th Mar.	Miles, London & Antwerp
KIDDIPORE	5,331	10th Mar.	Singapore, Colombo & Bombay

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,305	27 Jan. 1 p.m.	Singapore, Penang & Calcutta
JAPAN	5,052	3th Feb.	Singapore, Penang & Calcutta
TALMA	10,000	7th Feb.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	2nd Feb.	Manila, S'kan, Thurs., Is.
EASTERN	4,000	27th Feb.	Cairns, Townsville, B'bane, Sydney & Melbourne.
ARAFURA	5,000	2nd Apr.	

For further particulars apply to the following:-
The P. & O. Steamship Co. Ltd., 22, Des Voeux Road, Central.
The APCAR Steamship Co. Ltd., 22, Des Voeux Road, Central.
The Eastern & Australian Steamship Co. Ltd., 22, Des Voeux Road, Central.

SAILINGS TO SHANGHAI & JAPAN.

KARNALI	5,098	27 Jan. 10 a.m.	Shanghai, Moji & Kobe
TANDA	6,956	30th Jan.	Moji & Kobe
PERIM	7,648	1st Feb.	Shanghai & Kobe
EASTERN	4,000	2nd Feb.	Moji & Kobe
SOUHAN	6,696	7th Feb.	Shanghai
NALDERA	5,391	9th Feb.	Shanghai, Moji & Kobe
TAKADA	5,349	14th Feb.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

C. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENDA	30th Jan.	GLENBEG	1st Mar.
PEMBROKE	14th Feb.		
RADNORSHIRE	25th Feb.		
GLENLUCY	10th Mar.		
GLAMORGANSHIRE	24th Mar.		
GLENSHANE	6th Apr.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS

Telephone Central No. 215, sub-ex. 13 and 1396.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTS

Mail Steamers	Next Sailings from Hongkong	Pro. arrival at Hong and Sailings from 5 Mar. & Japan	Pro. Sailings from Hongkong for M'hes.
AMBOISE	30th Jan.		5th Feb.
CORDILLIER	14th Feb.		19th Feb.
ANGERS	24th Jan.	18th Jan.	3rd Mar.
CHILI	10th Jan.	10th Feb.	9th Mar.
PORHOS	24th Jan.	24th Feb.	23rd Mar.

[RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
1st Class £95.00 B. (Class) 1st Class £89.00
2nd Class £68.00 Steamers) 2nd Class £62.00

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. LT. DE MISSISSY loading for Havre, Antwerp and Dunkirk about 21st Feb.

Also through Bills Lading issued to Helsingfors, Reval & Riga.

For full particulars apply to:-

Messageries Maritimes Co. 3 Queen's Building.

Telephone Central 740.

CONSIGNATION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

"VICTORIA" SEATTLE SEVANCOVER via Shanghai 8th Jan. 1924.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America £405, £420, £440.

IYO MARU ... Thursday, 31st Jan. at 11 a.m.

SHIZUOKA MARU ... Wednesday, 30th Feb.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

SUWA MARU ... Wednesday, 30th Jan. at 11 a.m.

FUSHIMI MARU ... Wednesday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM.

NITO MARU ... Middle of Feb.

LIVERPOOL via MARSEILLES & VALENCIA.

DUREAN MARU ... First half of Feb.

SYDNEY & MELBOURNE via Manila, etc.

MISHIMA MARU ... Monday, 28th Jan. at 2 p.m.

AKI MARU ... Wednesday, 13th Feb.

NEW YORK and/or BOSTON via PANAMA.

MAYERASHI MARU ... Tuesday, 12th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Sunday, 17th Feb.

BOMBAY via Singapore & Colombo.

MOJI MARU ... Monday, 28th Jan.

HAKODATE MARU ... Sunday, 10th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Tuesday, 29th Jan.

AKITA MARU ... Friday, 5th Feb.

OSAKA MARU ... Monday, 11th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 14th Feb.

SHANGHAI, KOBE & YOKOHAMA.

TSUYAMA MARU ... Monday, 4th Feb.

HAKUSAN MARU ... Tuesday, 5th Feb.

KITANO MARU ... Wednesday, 13th Feb.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailings
MANILA	Yucensang	Sat. 26th Jan. at 11 a.m.
STRAITS & Calcutta	Fookshing	Mon. 23th Jan. at noon
RANGKOK via Swatow Fookshing		Tues. 29th Jan. at 3 p.m.
SHANGHAI via Swatow Wosang		Wed. 30th Jan. at 7 a.m.
SHANGHAI via Swatow Wosang		Thurs. 31st Feb. at 7 a.m.
TTAO via S'ow & S'hai Kwongshang		Sun. 3rd Feb. at 7 a.m.
SHANGHAI via Swatow Wosang		Wed. 6th Feb. at 7 a.m.
YOKOHAMA via Kobe Laisang		Fri. 8th Feb. at noon
STRAITS & Calcutta	Kutsang	Wed. 13th Feb. at 3 p.m.

Calcutta Line.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line.—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haliphong Line.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Daru.

Tientsin Line.—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line.—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fookshang" will be despatched on or about Tuesday,

29th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Hailong... Ellis Walker... FRI. 25th Jan. at 1 p.m.

Hailong... A. H. Stewart... TUES. 29th Jan. at 1 p.m.

Hailong... W. C. Passmore... FRI. 1st Feb. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

CONSIGNEES.



The Steamship "PRESIDENT McKINLEY"

having arrived from Manila via

on January, 21st. Consignees

are hereby notified that their

cargo is being landed at their risk

into the hazardous and/or extra

hazardous godowns of the Hong-

kong and Kowloon Wharf and

Godown Co., at Kowloon, and

stored at consignees' risk.

Consignees of Cargo must

produce an Import Permit signed

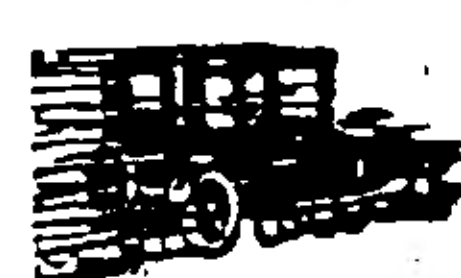
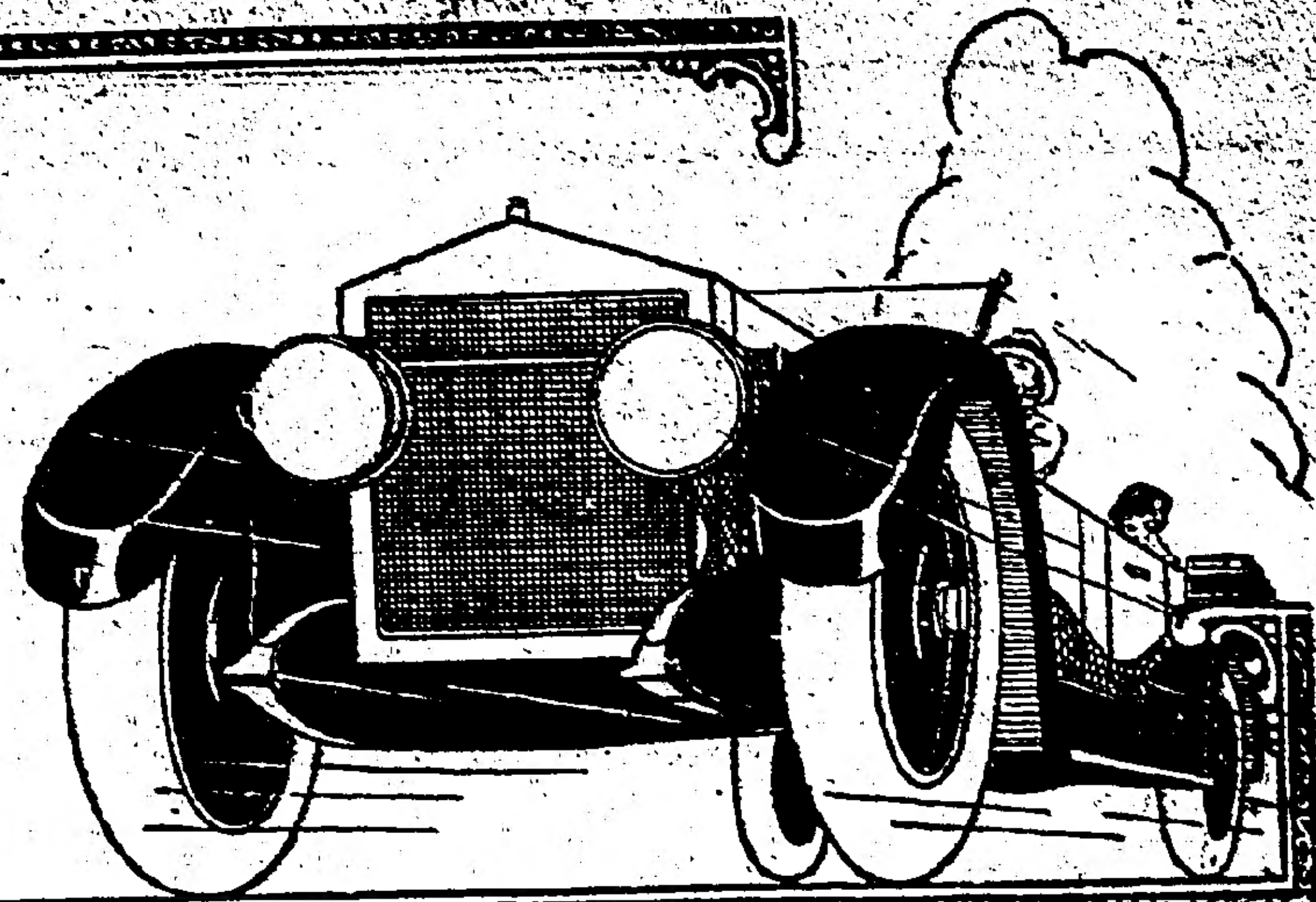
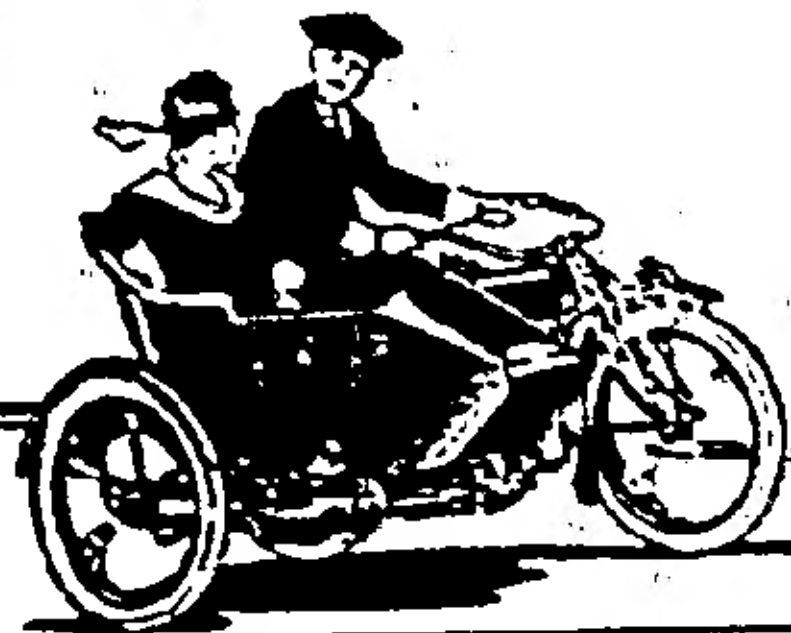
by Superintendent of Imports &

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, the 23rd January, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

We publish a picture elsewhere requirements of motor drivers today which provides an interest in the past seven years some time ago by the Stewards of the Hongkong Jockey Club not have been placed on the market, to permit the use of the Race, but it is truthful to say that course for the holding of a Motor many are more ornamental than. Gymkhana, despite the fact that useful. There have been special one of their own officials had prisms and lenses, division of previously given consent. It was mirror plates, "beam" depressors on December 5th last that the and the like but there is still acting Clerk of the Course gave glare. It has been suggested, written permission for such an that headlights should be made event, to be held under limited so that the driver can dip them conditions, e.g., the grass course at will from his seat when driven to be fenced off and events held ing, the rays thus being brought on the sand track. Ten days to earth a few yards in front of later, came a bolt from the blue the car until the approaching in the form of an intimation from vehicle has passed. But it is the Secretary that the Stewards argued that the apparatus would had withdrawn the consent already been costly and, in any case, not given, the excuse given being that the course might be seriously damaged for the annual Races.

The Royal Automobile Club and the Automobile Association at Home, after an exhaustive consideration of the matter, have arrived at the conclusion that the to point out that only ordinary switching off of headlights when cars and cycles were to take part, car meets car is fraught with Yet, one month nearer the an-grat danger, and they have annual Race Meeting, we have the decided to urge discontinuance sight of heavy motor lorries at of the practice. Such is the work on the track, as our picture practice here, however, at the clearly shows. We will leave it moment, all cars following it to motorists and the general. For ourselves, we are inclined to public to say which was likely to think that it is dangerous except cause greater damage or spoil, where the dim lights are not too the course for the Races—a re- dim. But the fault is that the stricted Motor Gymkhana, on contrast between the "on" and December 15th, or a couple of the "dim" is far too great, and his motor lorries a month later, the driver cannot pick up his road. We will only add that the Com- quickly enough under the chang- mittee of the proposed Gymk- ed circumstances.

One of the most interesting discussions of the present time, so far as motoring is concerned, relates to the question of head- lights and the desirability of doing away with "glare" or "dazzle." To Hongkong motorists the question is equally as important as to those of other localities and no apology is needed for a short discussion of the subject here. It has been asked why a motorist should be allowed to use head- lights that dazzle pedestrians and the occupants of other vehicles, but a motorist with a high- speed car wants a light which will reach as far ahead as possible, so as to enable him to deal with any emergency. And, as far as is possible on the part of other people, it is reasonable that a motorist should be allowed to have the lights which make for his safety.

Bright and penetrating lights do, however, dazzle other people and the problem resolves itself into a compromise between the

CARE OF CAR.

How to Prolong Its Life.

Lists of don'ts for motorists are many—lists of "Do's" are equally important. Among the obligations to his car which every motor owner should keep prominently in mind, says Mr. F. W. Schlobohm, manager of the Shanghai Service Co., are the following, which he claims cannot be postponed longer than every 6,000 miles without affecting the running of the car.

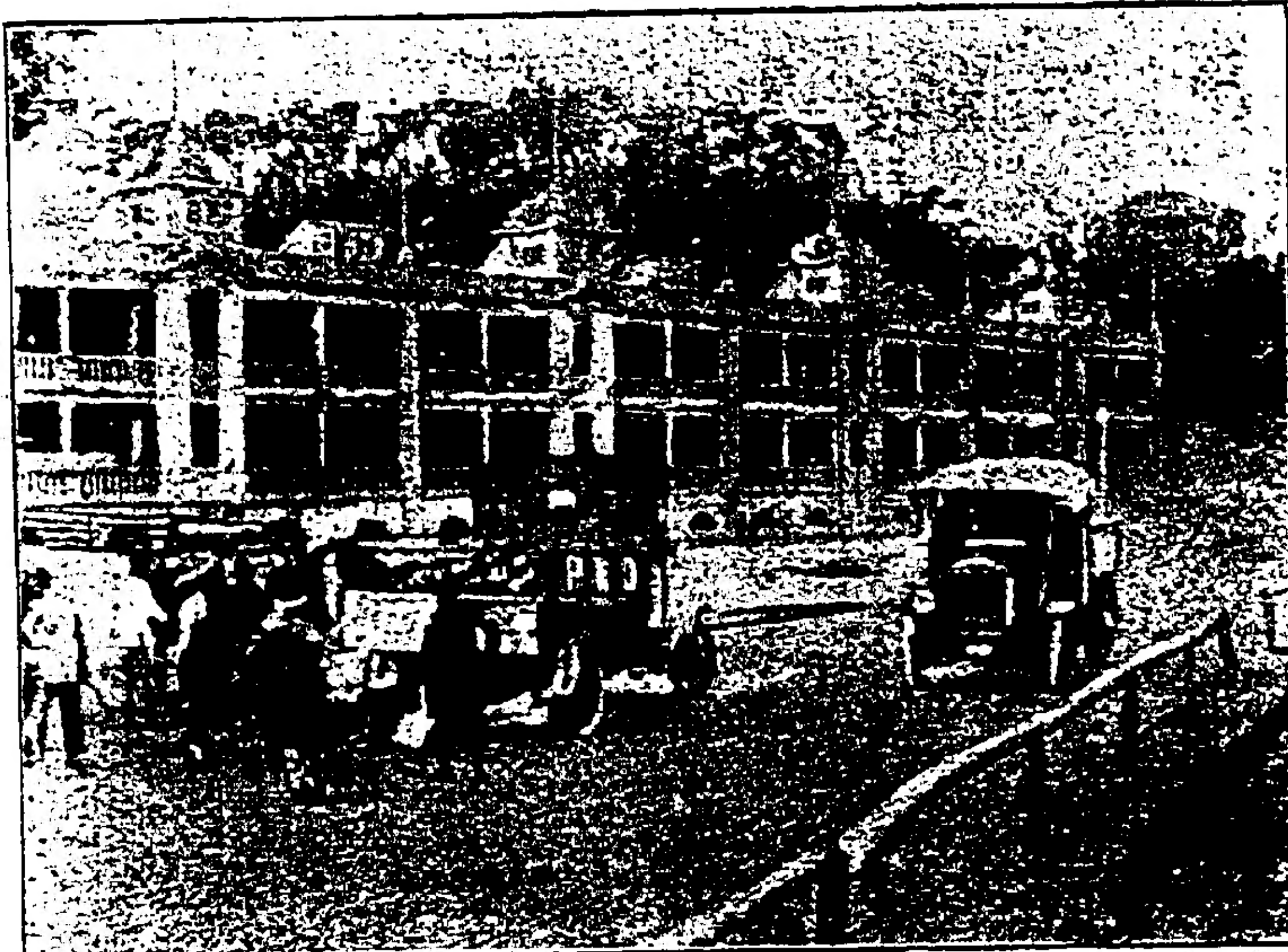
Valves should be reground, motor returned, breaker points and spark plugs should be checked, and carburetor adjustment

made. This is a full day's job, but well worth the time and the cost.

"If the man who grumbles at the performance of his car would check himself up once in a while as to how long he has neglected duties of this kind he would soon see that the fault lies with himself and neither with factory nor dealer," says Schlobohm.

"He is sure to attend to the crying needs of the car—gas, water, punctures, oil, and any trouble which renders the machinery absolutely unusable, but short of that it is simply astounding, and to a mechanic appalling, to what extent the needs of a splendid piece of expert engineering work can be allowed to be ignored."

MOTOR LORRIES ON RACECOURSE.



Above picture shows motor lorries at work on the track at the Happy Valley Racecourse—just a month or so before the annual Race Meeting. Yet the Stewards of the Jockey Club early in December refused permission for the holding of a Motor Gymkhana on the same track, on the ground that such an event "might seriously damage the Course for the Annual Meeting."

INSTINCT IN CAR DRIVING.

Are Motor Drivers Born?

If every motor-car driver could only recognise that the "final ability" in driving is far more a gift of nature than any learned art or acquired habit, there would be fewer accidents, says Capt. E. de Normanville in the *Daily Chronicle*.

And that is the blunt truth of the case, whether we like it or whether we do not. On the other hand, every driver has latent within him or her great capability for development towards the perfect driver.

But there can be no perfect driver unless Nature has had the first say in the matter by implanting an instinct which in due course materialises as an abnormally keen "road sense," as we generally call it.

In short motor-car driving is just the same as many other sports or pastimes. A natural aptitude is the first essential, and experience and observation can build up on it for more efficiency than if unaided by the presence of the initial gift.

THE COMING GENERATION.

If I were to take you through some of the more obscure arguments of Einstein's theory of Relativity, I could prove conclusively that comparatively few people now driving motor-cars have been born with a motor-car driving instinct! But no doubt you prefer to be spared.

So let's take an argument from a more simple line of thought. Why should they have been so born? In the case of most of them, motor-cars were not in existence when they first graced this world with their august presence. If there were no motor-cars—how could people be born with a natural aptitude or instinct for driving them?

I must not get too Darwinian, but it does seem probable that the coming generation of motor-car drivers will have more natural

ABOUT THE BATTERY.

Some Useful Hints.

Have not the dogs, and hens, and cows and sheep of to-day—each proportionately got more road sense than the dogs and hens and cows and sheep of ten or fifteen years ago? Most certainly they have. And because of their shorter span of life—i.e., the date of the birth of the present generation and despite their limited intelligence, most dogs have learnt more road sense than many human beings. I wonder if I shall get in a row for saying that? It's true, any how.

THE ROAD-SENSE INSTINCT. And to get down to the more serious aspect of this matter. Does it not strike you that the bulk of these "too many" road accidents are due to lack of road sense instinct? How else do you account for the known facts of the case?

Some people think that because a man is a motor expert, he is ipso facto a good driver. Some of our biggest authorities are terrible "duds" as drivers, in spite of all their knowledge and experience. And on the other hand? I know several people who have been driving for over 20 years and done more than 500,000 miles, who habitually drive faster than most, take many more "apparent" risks—do, please, note the word "apparent"—than other drivers, and have yet to have their first accident; or, at any rate, accident worthy of the name.

Believe me, the striking difference is due to one thing and one thing only—a natural instinct. Do not run away with the idea that "cleverness" has anything much to do with it. It has not. Capability in sports is usually a promising factor, but "cleverness" in business, science, or the arts has little to do with car driving aptitude. And now for the moral it's a regular sermon I'm giving you to-day, isn't it? Try and remember that it is improbable that either you or the other fellow who may be coming round the corner has a natural instinct to give subconscious warning of invisible danger—and "take" all the cars, all the time, always.

ABOUT THE BATTERY.

Some Useful Hints.

When the ammeter shows a discharge with the lights and ignition switch off, the indications are a short circuit or a stuck relay. In the event of relay trouble, points should be smoothed up, adjusted or replaced at once.

If the batteries are charged in series, the charging rate should be no greater than the smallest battery in the line. Make frequent tests of the batteries while charging.

When cleaning the top of a battery, care should be taken to prevent the cleaning liquid from getting inside the cells, as there is a possibility of neutralizing the acid.

The poorest excuse for mechanical ignorance is an alibi. If you can't find the knowledge in a book, learn to ask questions.

Never make a short circuit across the battery to test it—the hydrometer and voltmeter are for this purpose.

A gassing battery is an indication of overcharging and some effort should be made to locate the trouble.

Sulphated plates sometimes are caused by letting a discharged battery stand too long before recharging.

Keep the battery fastened down. Continual bumping and shaking is bound to break the box.

The whole assembly of the plates and separators in a storage battery is called the element.

When the specific gravity tests are high and the voltage tests low, the trouble is high acid.

Tests of a fully charged battery should be made by testing the positive plates first.

Use soldering paste for soldering battery connections; acid starts corrosion.

A mechanic is judged, not by how much he does, but by how he does it.

Always pour acid into water; never pour water into acid.

POPULAR MOTOR BUSES.

Feeders to Railways.

During the past two years there has been a tremendous development in the use of motor buses throughout the United States. Especially notable has been the adoption of the bus by the electric street railway interests; both for supplemental and feeder service and for special service. Only about two years ago the average street railway official was very antagonistic to the idea of buses. A majority of the companies failed to realize that it was the pleasure cars of the country which had cut so heavily into their revenue, rather than the jitneys, although of course, the cheap touring car jitneys caused considerable losses to the railways in certain sections. Probably the development made by Mr. S. B. Way, Vice President, and Mr. E. A. Mullett, General Manager of the Milwaukee Electric Railway and Light Company, shows the greatest progress, and their operation undoubtedly covers the broadest scope of any system of bus and railway co-ordination established to date.

At Milwaukee, Mr. Mullett is now operating a total of almost 100 motor buses. They cover over 600 miles of territory. Some of these buses are used for supplemental and feeder service in Milwaukee, but the majority of them are used in general inter-urban service. They operate many different lines, the longest run being from Milwaukee to Madison, Wis., a trip of about 100 miles. On this they run two buses each way daily.

They operate both the 25-passenger Pay-Enter types, and the 18-21 passenger de Luxe Coaches, the latter being used entirely for long distance routes. On city work they recently tried out a few double deck cars of Fifth Avenue Coach Company make.

This operation at Milwaukee has proved very profitable and has also shown the Milwaukee Company the value of supplying de Luxe Motor Coach service for interurban travel. They handle their bus operation entirely separate from their railway service, through a subsidiary known as the Wisconsin Bus Lines, Inc., the stock being completely owned by the Milwaukee Company.

Regular schedules are maintained and as far as possible the time schedules co-ordinate with their electric service. The routes and times of arrival and departure of buses for the various points are incorporated in a regular timetable printed by the company, in which both the electric lines, and

60,000 MOTORS.

STUDEBAKER EXPORT RECORD.

According to a recent announcement of the Studebaker Corporation of America, this concern will have exported a total of more than 60,000 motor cars by January 1, 1924. This volume represents Studebaker's total shipments abroad since it commenced to manufacture and to export automobiles under its own name. It is claimed that the number of Studebaker cars exported is exceeded only by Ford. It is not strange that Studebaker should occupy a leading position as an exporter of motor cars. For 72 years, the Studebaker name has been prominently linked with the various modes of vehicular transportation, and through the high quality of its products, a world-wide reputation has developed.

The large scale upon which this concern operates in its domestic field as well as abroad can best be appreciated by referring to its volume of sales for 1923. While figures are only available at this time for the first nine months of the year, they show that Studebaker sales during that period totaled 122,536 cars as against 90,252 cars during the same period of 1922. It is interesting to note that the volume of Studebaker cars sold during the first nine months of 1923 was approximately 12,500 cars greater than the volume for the entire year of 1922. This increase is typical of the steady upward trend in Studebaker business for the past seven years.

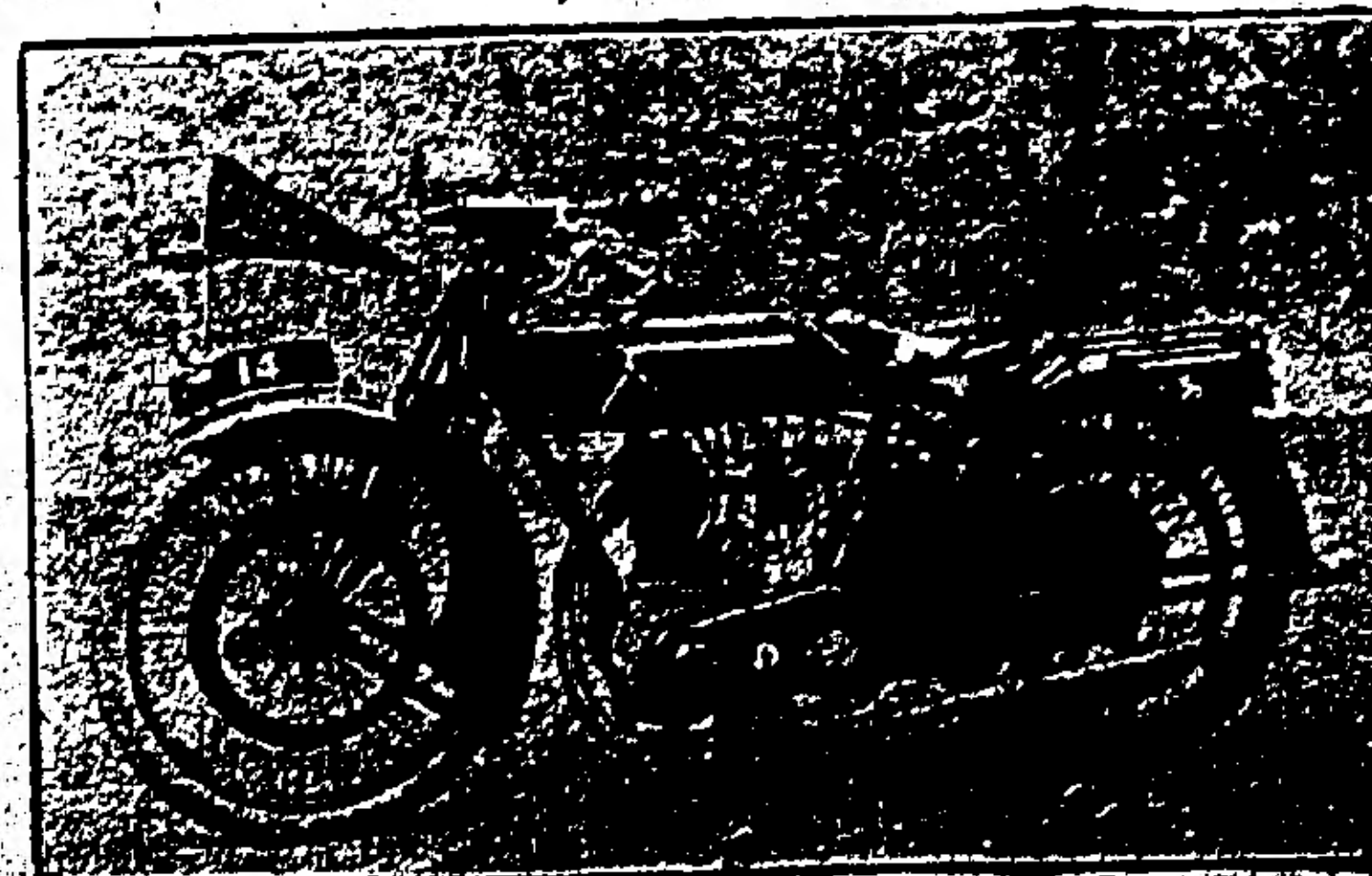
A Battery Case.

Judge to prisoner: "What is your name, your occupation, and what are you charged with?" Prisoner: "My name is Sparks, I am an electrician and I am charged with battery." Judge (after recovering his equilibrium): "Officer, put this guy in a dry cell."—Frederic W. Erickson in *Western Machinery World*.

bus lines service and their connections, are carefully listed.

These operations at Milwaukee have proven to be very profitable and Mr. Way and Mr. Mullett, as well as their other officials, are thoroughly convinced that nearly all of the electric railway companies can combine buses with their electric lines and make the operation profitable, especially if fares obtained for each service may be based entirely on the character of the service rendered.

ONLY "SUNBEAM" IN HONGKONG.



Here is the only Sunbeam motor-cycle in the Colony. It is the latest model and is owned by Sergt. B. C. Saunders, of the Police Force, who has registered a speed of 67 miles an hour on it.

Firestone

At Indianapolis, May 30th, 1923 in the biggest racing event of the year—500 miles on a brickpaved track—the first four drivers used FIRESTONE; eight of the ten money-winning cars were Firestone equipped; and not one Gum Dipped Cord failed during the entire race.

That's how FIRESTONE CORDS stand up under terrific heat and extraordinary wear. It is due to their especially tough tread and Gum Dipped carcass.

Most Miles Per Dollar

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

Hongkong Hotel Garage.

Tel. 32

Queen's Road,
Show Rooms

Tel. 32

The Hongkong and Shanghai Hotels Ltd.

THE G. M. C. TRUCK

Further evidence of the popularity of the world's most famous truck has been given by the placing of an order for ---

FIFTY G. M. C. TRUCKS

by the Yokohama authorities. These were chosen solely on account of their proved ---

RELIABILITY AND ECONOMY

Immediate delivery of the two ton models can be obtained from the Sole Agents for South China.

The Hongkong & Kowloon Taxi-Cab Company, Limited.

FORD AIDS CINEMA-MAN.

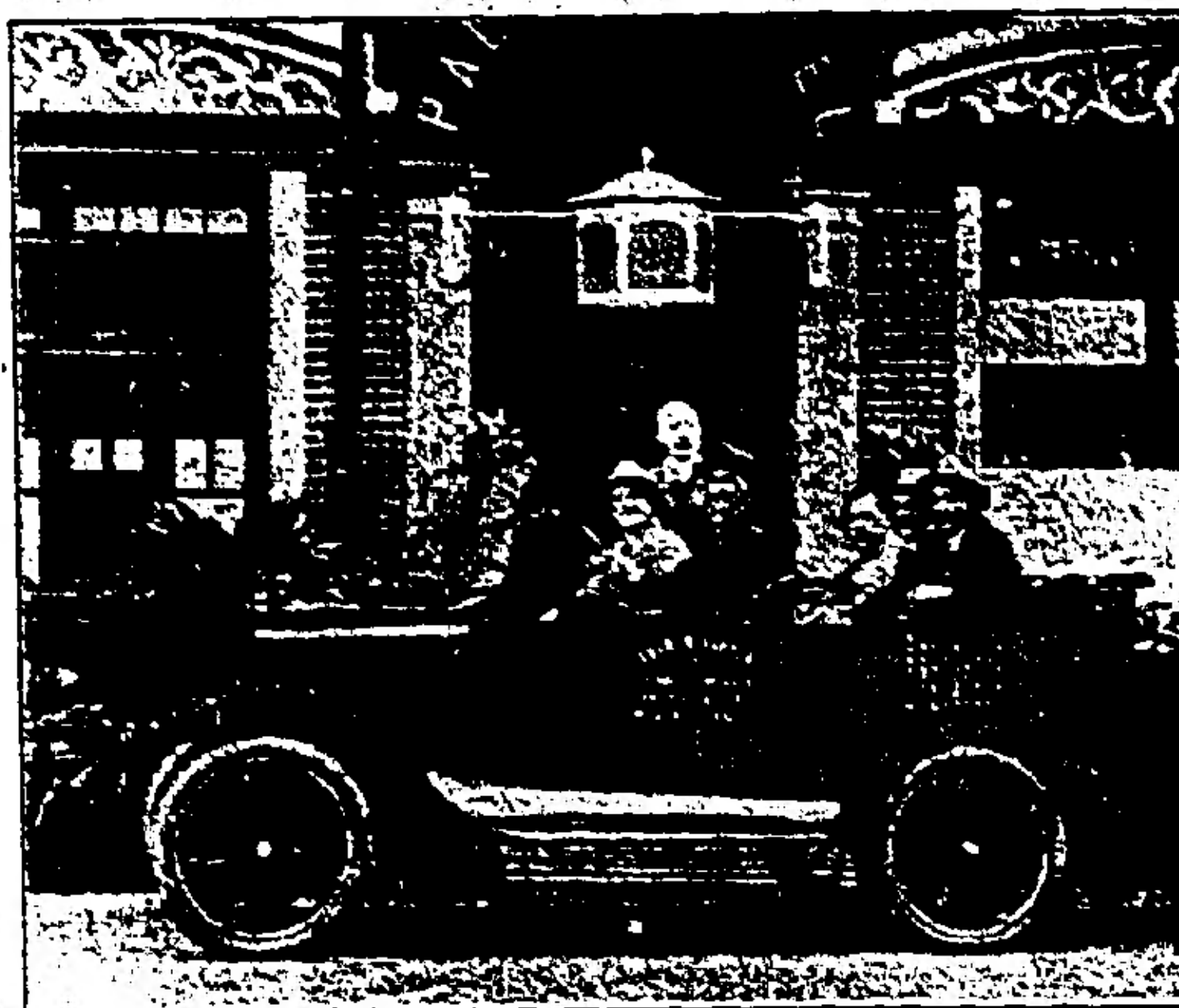


Photo shows Mr. Andrew Harper and party, on Ford car, outside the Palace Hotel, Kowloon, prior to taking out the special cinema photographer for Paramount pictures for a run in the New Territories. Mr. J. H. Oxberry is seen at the entrance to the hotel, whilst the occupants of the car, besides Mr. Harper at the wheel, are Messrs. H. E. Bruce, A. R. Forbes, A. R. P. Davis and J. T. Ewing. Photo by A. Leung.

HOW LONG WILL A CAR LAST?

Factors in Depreciation Values.

In buying a new car, how much should I allow for depreciation? If I buy a Smith-Jones car, how many years do you think it will last me? What is the maximum life of a car?

Questions similar to these are continually being asked and unless one gives the stereotyped reply they are very difficult to answer.

Some people, in trying to estimate the annual running costs of their cars, work on a depreciation basis, which leaves the capital sum expended on the car as "written off" in the course of three years or so.

Whilst this will certainly leave their calculations on a safe side—and from that angle may, therefore, be wise—I think that it is a very exaggerated viewpoint from which to make calculations. In practice it does not obtain—so it cannot be practical, says a writer in a Home paper.

AN UNKNOWN QUANTITY. Other people go the opposite extreme. They are the good folk who want my estimate as to the maximum useful life of the car they propose to buy—quite forgetting that unless I know how they drive, and how they intend to look after the car, it is not possible for me to do more than make a guess.

That, also, is a false basis upon which to calculate the number of pence per mile the car owning is going to cost you.

Some 20 years ago I owned one of the earliest 8-10 h.p. Humber four-seaters, which even in those days I drove for 54,000 miles without trouble. So goodness only knows what a Humber car to-day will do!

But within the past year I encountered that self-same motor-car plodding merrily along just as though it took no cognisance of the passing of time. So who shall say what is an actual depreciation value to pass on the life of a good-car?

THAT "SEASONAL" MODEL! As a matter of fact, I should imagine that in the case of well-built cars of to-day, the question of out-of-date appearance would count more in depreciation value than the actual lack of functioning of the mechanical side.

At the present time second-hand car values are materially below their intrinsic worth—largely due to the lack of perspicacity of manufacturers who

will continue to use "1924 model" classifications.

So soon as a 1925 model makes its appearance down goes the value of 1924 model, though its intrinsic worth has not altered. This "seasonal" designation—coupled with price reductions of new models—has played havoc with the secondhand market values.

But I think that with the greater stability of the motor market, which I look for in the immediate future, an improvement should set in.

A WONDERFUL PERFORMANCE.

But what is the useful life of a well-built car? The question comes to mind with added force through reading the remarkable report of a notable strenuous test of a Hupmobile car undertaken on "the other side." The trip extended over 60 days, mostly in and about the Rocky Mountains, and the distance covered in that short period represents about six years' motoring for the average man.

The car covered a total distance of 27,093 miles, during 26,165 of which the engine was not stopped. Then a can belt broke. But at the end of the full run Professor Taylor, of Utah University, reported a surprisingly small amount of carbon deposit, plugs all O.K., and a maximum "out-of-round" piston wear of .0005 (3-10,000ths) in.

Most of the rings showed a variation from dead accuracy of .002 in., but as their original fit was unknown the actual wear was probably much less. The crank-shaft bearings showed practically a perfect fit, while the valves were in fair condition, although beginning to need resetting.

FAMOUS TRIALS.

This performance ranks with one or two other "automobile achievements" that have taken place over the years. The Crossley's 25,000 miles is fresh in everyone's mind, of course, but the remarkable condition of the Sunbeam—wear in most cases not measurable—after 15,000 in the benzole test may be forgotten. And most famous of all, because it was the first long-distance test of the kind, is the Rolls-Royce "Silver Ghost" run of 15,000 miles back in the early "nineteen-hundreds." Some of us still remember the hard-luck which caused a petrol tap to become closed through road vibration after the car had run only a few hundred miles. So the non-stop run, instead of being a clean 15,000 miles, was of 14,361—a really remarkable achievement for the period.

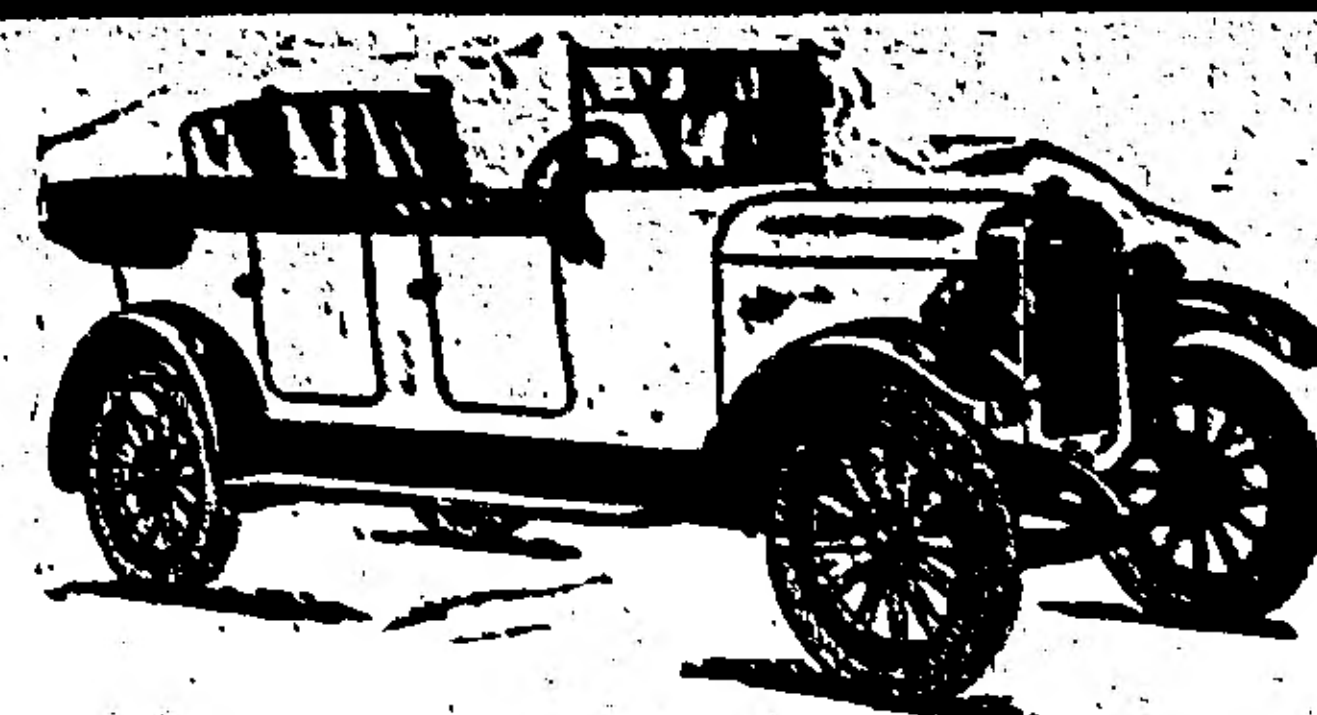
BUICK FOUR-WHEEL BRAKING.

STRIKING RESULT OF CANADIAN TEST.

In Canada, an official test of the new Buick four-wheel brakes was recently conducted by the police and the National Safety Council before 700 spectators. This test demonstrated that the new Buick four-wheel braking system is capable of giving over 100 per cent. better protection in the case of emergency than the old style two-wheel braking system. Here is the performance:—

OFFICIAL POLICE BRAKING LIMITS (Tests always carried out dry roads)	BUICK PERFORMANCE ON DRY ROADS	BUICK PERFORMANCE ON WET ROADS
10 m.p.h. 9' 2"	10 m.p.h. took 2'	10 m.p.h. took 3' 11"
15 m.p.h. 20' 8"	15 m.p.h. " 10' 2"	15 m.p.h. " 11' 9"
20 m.p.h. 37'	20 m.p.h. " 16' 8"	20 m.p.h. " 20' 8"
25 m.p.h. 58'	25 m.p.h. " 27' 4"	25 m.p.h. " 29' 9"
30 m.p.h. 83' 3"	30 m.p.h. " 33' 8"	30 m.p.h. " 42' 9"
35 m.p.h. 113'	35 m.p.h. " 41' 3"	35 m.p.h. " 59' 1"

(Speedometers were tested before and after the test and were found to be registered correctly.)



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The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

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Firms desiring to avail themselves of the publicity facilities presented through this supplement are requested to send copy not later than the Wednesday preceding publication.

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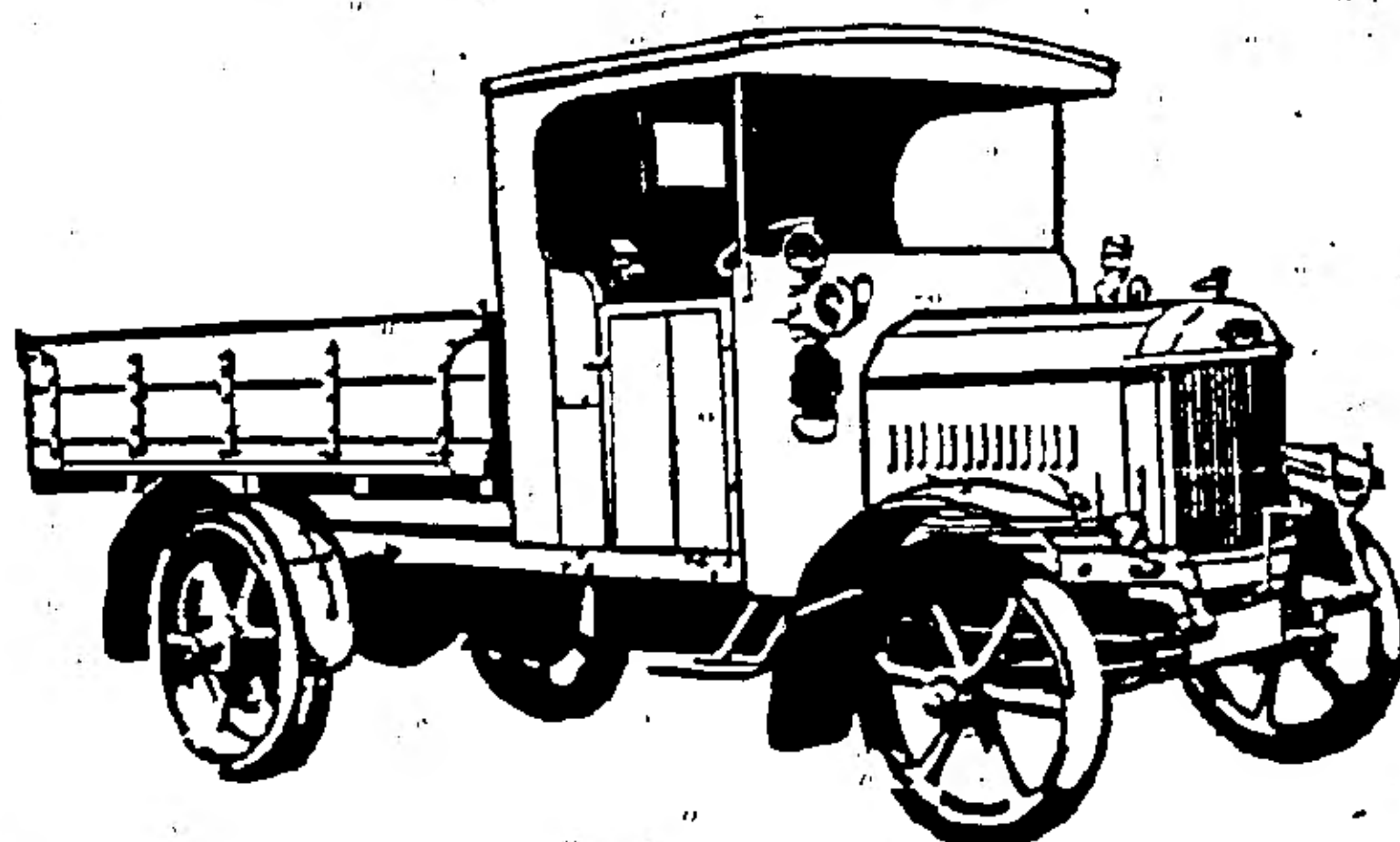
Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

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GEARLESS CARS.

Feature at Paris Show.

Automobiles without gears featured the Paris show, October 4-14. Gear shifting is held to be such a bother in France that several manufacturers have launched attacks on the gear box.

The Voisin firm displayed a car having a series of three

wheels on the propeller shaft, immediately in front of the rear axle housing, and which automatically come into action when required.

The little six horse-power Lafitte eliminates the gear box by having two large disks which transmit the power to the rear axle when in contact. Speed is changed by moving the whole engine, which is of a small three cylinder aeroplane type, on its axis so as to bring different parts of the discs into contact.

PLEA FOR "SAFETY FIRST."



Here is a grim reminder of the dangers of excessive speeding. This monument, commemorating the deaths of 32 children "sacrificed on the altar of haste and recklessness" during 1923, has just been unveiled in St. Louis. Its broken column symbolizes the lives cut off before maturity.

POPULARITY OF
CLOSED CARS.

Moderating Price of
Modern Saloons.

It is just over 18 months since I bought my first saloon-type car (says a writer in a Home paper) and so far as personal choice goes I shall never be the owner of an open car again. I think the days of the open car are numbered, except in the very inexpensive class.

And there is an unmistakable general trend towards the still greater popularity of enclosed cars, and at the recent show it was pronounced not only in the exhibits but in the proportion of such cars ordered.

Some people think that though an enclosed car may be all very well for rainy weather, it will prove too stuffy in hot weather, and also present greater difficulty in driving—notably in regard to reversing.

PERFECT VENTILATION.

So far as weather conditions are concerned, I find the saloon car infinitely preferable in all circumstances. But you must use a little common sense in varying the window positions for varying temperatures.

In the recent cold spell, with the windscreen close and the windows open about half an inch at the top, you could drive to office in comfort without an overcoat and yet maintain proper ventilation.

In the little spells of really hot weather which we had in the summer the top protection from the direct rays of the sun was most welcome, and by varying the opening of the windscreen and the windows one could always get just as much breeze as desired.

And the "breeze" in a saloon is quite different from the "breeze" of an open car—with or without the hood up. With the closed car you can get the benefit of a gentle cooling draught, and do not have to hold your hat on—or your hair up, as the case may be!

MODERATE-PRICED EXAMPLES.

In the midst of most motorists, the saloon car is still looked upon as a luxury, being necessarily high priced. Until recently it was—but luckily that trouble no longer obtains.

With the advent of the Weymann coachwork, the cost of this type of body is reduced—and also the weight, which has likewise a bearing on the question of cost.

Two models of these type which drew my attention at the show were the little Singer 10 at

FORD OUTPUT.

Some Striking Figures.

Detroit, Dec 1. Comparison of automobile production figures issued by the Department of Commerce with that of the Ford Motor Co. gives the latter approximately 49 per cent. of all passenger cars and trucks built in the United States in the first ten months, according to company statement.

Car and truck figures show a total of 3,395,638 in ten months. Ford figures for the same period, including as do those of other companies, cars and trucks made here for assembly in foreign countries, are 1,639,374. This total does not include Manchester, England, which manufactures practically all of its own parts, or the Ford Motor Co. of Canada, Ltd., totals, which were 27,606 and 69,452 respectively for ten months.

A comparison of truck production figures show 62 per cent. Fords, the company declares. Total truck production for this period was 320,283, of which Ford production was 200,996.

£275, and a more powerful edition, the Rover, at £350.

But even if you go in for standard coachwork you can still have an excellent choice of saloon cars at moderate prices. Putting them in alphabetical order, these were some of good examples which I picked out at the show: Armstrong Siedley 14 h.p. at £480. Austin 12 h.p. at £350. B.S.A. 14 h.p. sleeve valve, £415. Buick 18 h.p. at £560 Chevrolet 21 h.p. at £330. Essex 18 h.p. at £460. Hudson 29 h.p. at £550. Riley 11.9 at £495 Standard 13.9 h.p. at £450 and £525. Vulcan 12 h.p. at £325.

GANG A LITTLE MORE WARILY.

So one may safely say that the saloon car of quality—alike in chassis, and coachwork—is now to be found in the medium-price category, and how some people prefer to pay a good deal more for an open car passes my understanding.

There remains the point that the saloon car requires a little more care in driving than an open car. I admit it does—and a little more wouldn't do us any harm.

You want a good driving mirror to help in corner work, a good rear window, and remember to make your steering movements gradually—rather more gradually than is necessary with an open car.

For being overtaken at night by a car with powerful headlights it is also desirable to have a blind to the rear window. But there is really no abnormal difficulty in driving an enclosed car.

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WORLD'S SPEED
RECORD.

REMARKABLE FEAT BY
"ACE" CYCLE.

The greatest speed ever officially timed for any motor cycle was made by "Red" Wolverton on a duck-type four-cylinder Ace with three-speed transmission, over a straight-away course near Philadelphia, November 19th, 1923.

The Ace covered a measured course at the rate of 129.61 miles per hour for the solo machine, and 106.82 miles per hour with side car carrying E. M. DeLong as passenger. Clocked with electric timer and witnessed by Armour Anderson, M. H. Yost, newspaper men, police officials and numerous riders of various makes of machines.

SAFETY FIRST.

Don't leave it to the
other fellow—take all the
care, all the time, always.

DODGE BROTHERS
TOURING CAR

The comfort and beauty of this new touring car are instantly apparent. Long underslung springs, deeper seats and greater body length have resulted in an unusual degree of riding ease. The body is exceptionally trim and graceful. Swung low to the road, with long, straight hood-and-cowl effect and tasteful appointments, the car reveals new value and sound workmanship in every detail.

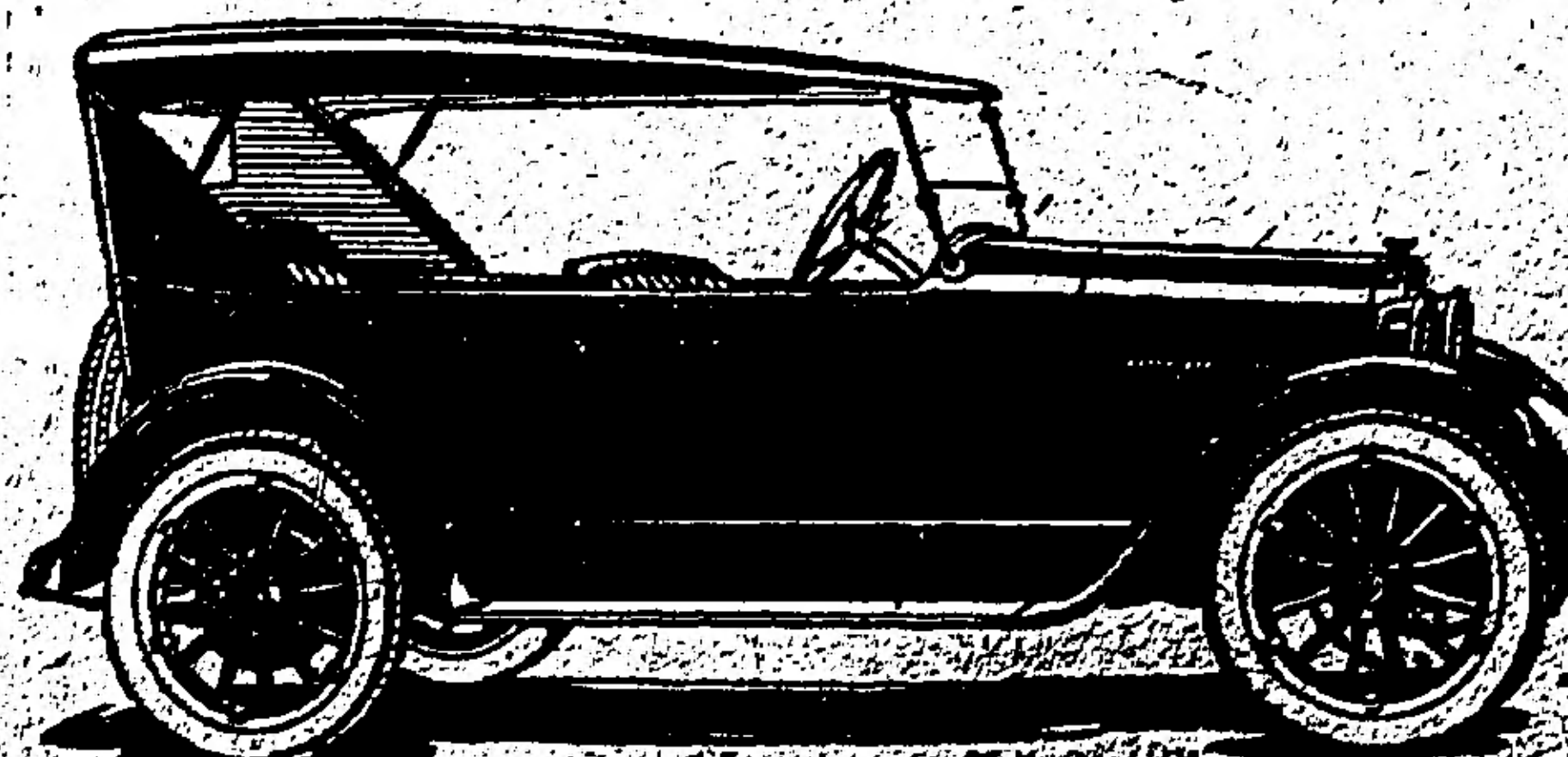
The engine—which remains essentially the same—needs no eulogy. It has proved its power and economy to nearly a million owners.

Latest Model 5-passenger touring cars on view at our Show Room and Service Station. Come and see them. Each Model is complete with magneto and with spare 32 by 4 cord tyre and tube.

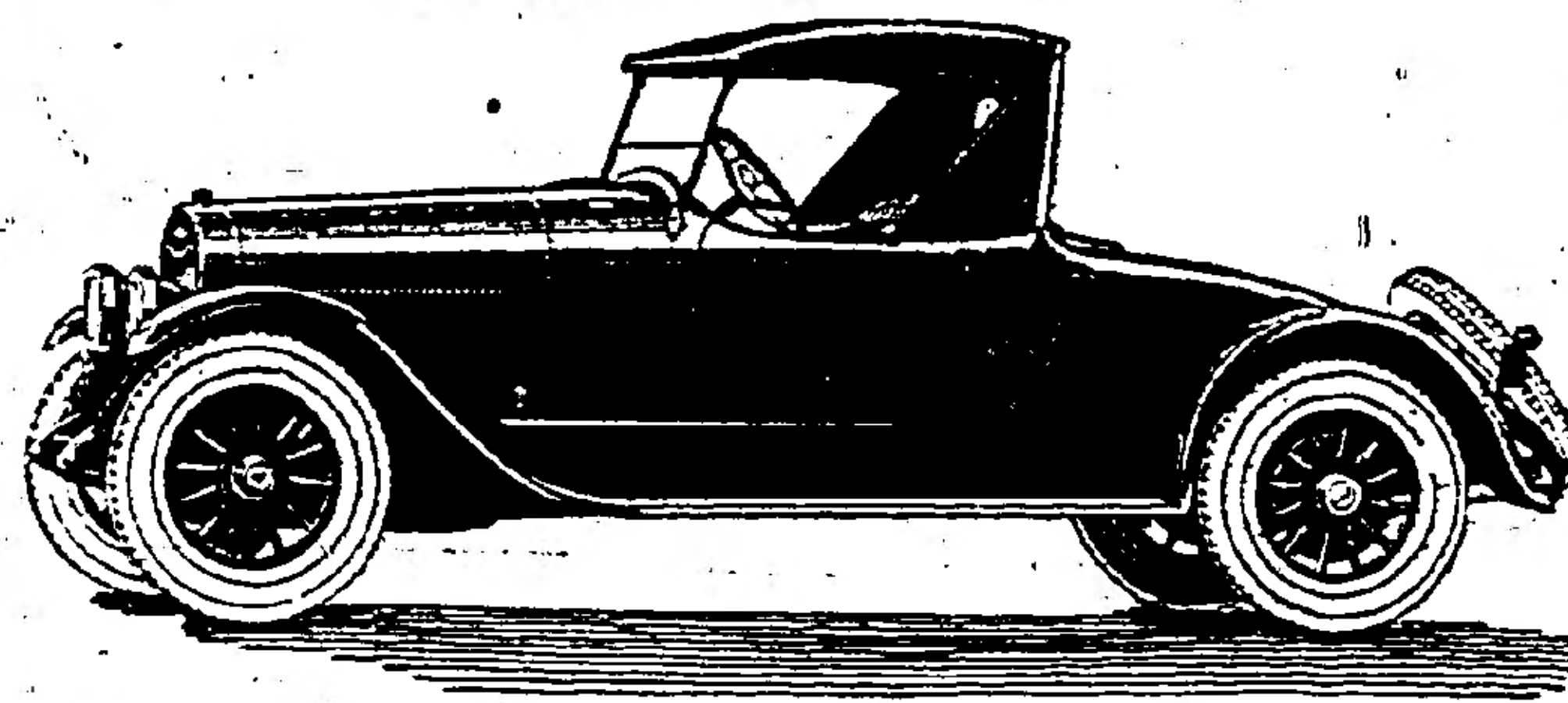
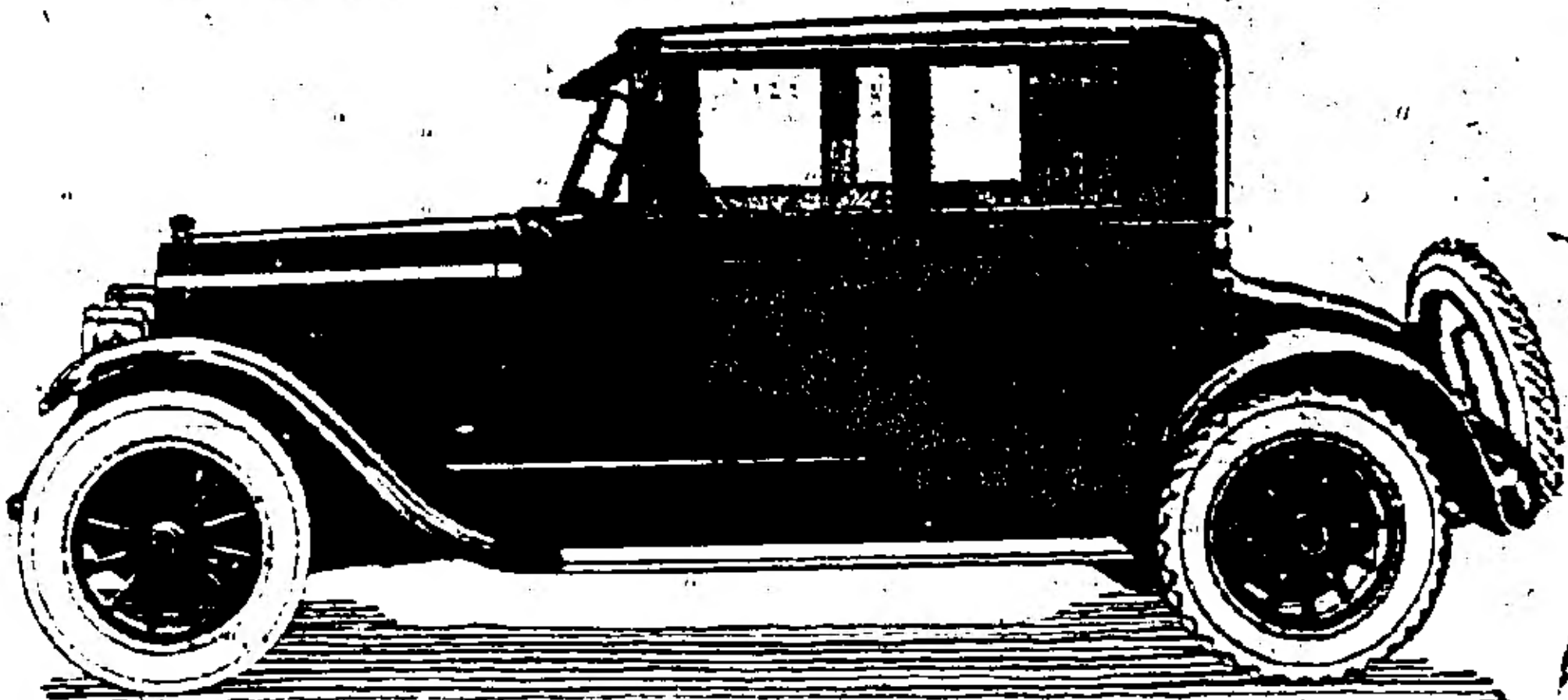
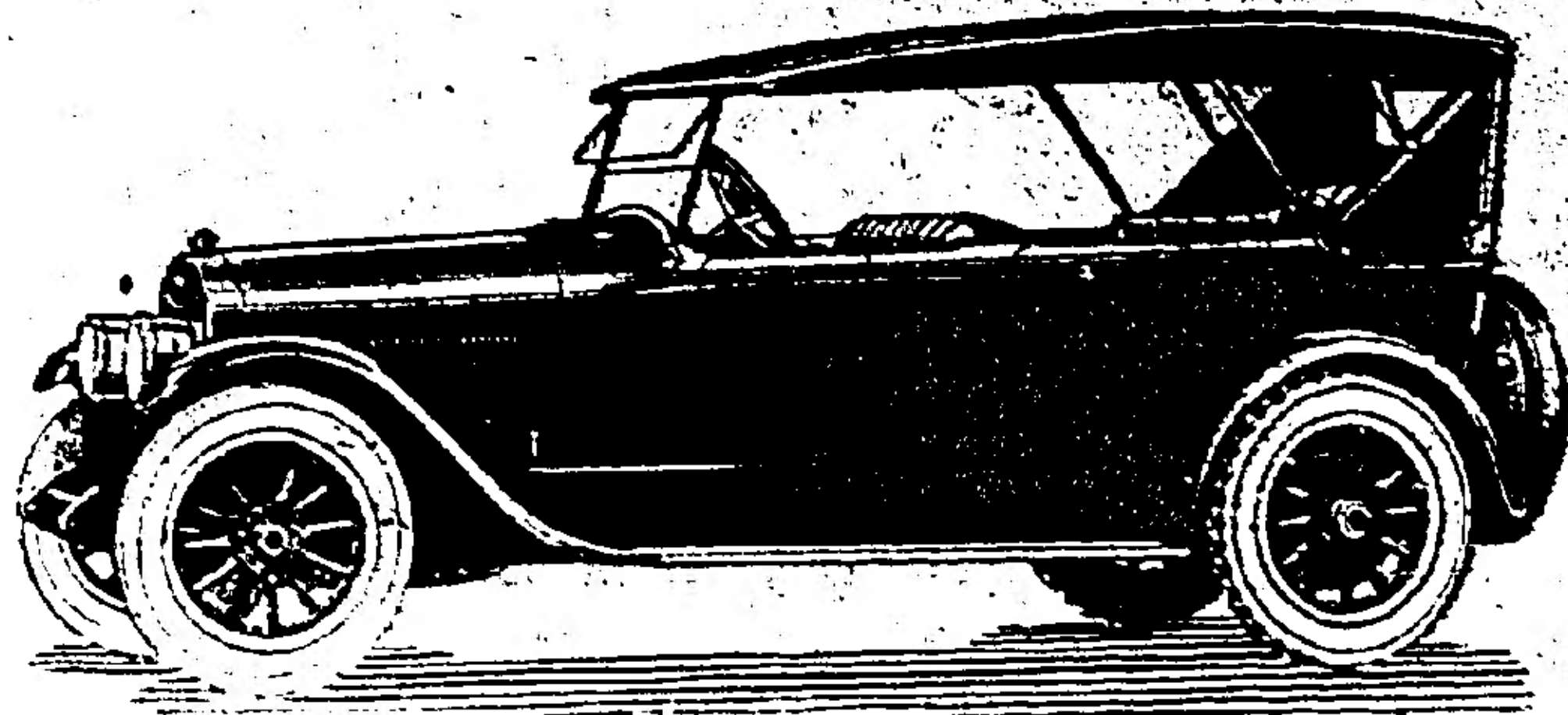
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CAR PRICES.

Are Further Reductions Possible?

The motor-car is like many other commodities in that the average purchaser wants the maximum of quality at the minimum price, and these two factors are difficult to reconcile. At the present time, however, we have many remarkably good compromises, says a writer in a Home paper.

But manufacturers and public still seek a further solution to the eternal question: "How can we cheapen the car?"—and to my mind it is nearly time the public left that question to the manufacturer or concessionaire. Personally, I can see little more room for price reduction in existing circumstances without sacrificing quality, and that way is folly.

WHAT READERS THINK.

A British motor manufacturer writes to ask my views on the idea of reducing the detail equipment of his car so as to get the price down.

Recently a newspaper conducted a postcard referendum on the subject, taking a "bare" but legally complete car at £200 and the same car at £225 with a full equipment of electric lighting, starting, speedometer and clock.

The voting showed a 99 per cent. majority in favour of paying the extra money for the extra equipment. So it does not look as though further price reduction can be sought in that direction.

Where, then, are we to turn for the further reduction of our car prices? Have our existing inexpensive models "tricked bottom" for the time being?

CUTTING THE COACHWORK.

I am inclined to the opinion that in existing circumstances the majority of British car manufacturers in the £500 and under class have about done their best in price reduction, unless they decide to use second-quality materials.

If we take some of our inexpensive models and study them for possibilities of cutting cost

It has always been considered "some stunt" for an automobile to negotiate Duncan Street hill in San Francisco—going up. This has been the scene of many crucial tests. Duncan Street hill is a fifty per cent. grade and the power to ascend it is possessed by but a few automobiles. As for descending it—well it isn't done. But a Buick 1924 model, driven by Charles Howard, Jr., not only demonstrated ample ability to get to the top of Duncan Street hill, but sufficient braking power to enable it safely to return to the bottom. At all times during the descent, Howard had his car under perfect control, as is demonstrated by the above. The young lady in the picture certainly has great confidence in Buick four-wheel brakes.

The Motor Industry in India.

It is very gratifying to observe that there is a steady improvement in the motor industry in India, and though this improvement is only comparative still it marks, it is hoped, the end of the dog days. What one cannot but notice in the number of cars on the streets, is the increasing number of British machines. If only the Government of India could be impressed with the absolute necessity for a reduction in the present import duty on cars, not only would India herself benefit, but it would assist in brightening up the motor industry in Great Britain, and in all conscience the old country is going through a period of depression unparalleled in its history.—*Indian Motors.*

More Hint.

After the car has been run 500 miles it is wise to check up on all tyre bolts and to see that the rear wheels are tight on the axles. By doing this you are helping the working parts between the clutch and wheels to last longer.

Watch the filling cap and the check valve on the pump of your gasoline gauge.

The thump of a loose main bearing often can be felt on the clutch pedal.

A mixture of ¼ ounce of nitric acid and 1 ounce muriatic acid will mark iron or steel, such as tools.

It is difficult to point out where it could be done without destroying features of appeal.

One could, for example, effect a further saving at the expense of the coachwork and general finish—and that, incidentally is about the only way I can see a further saving. But it would probably have a bad effect on sales, and as production is lowered prices are increased; so that is not very promising.

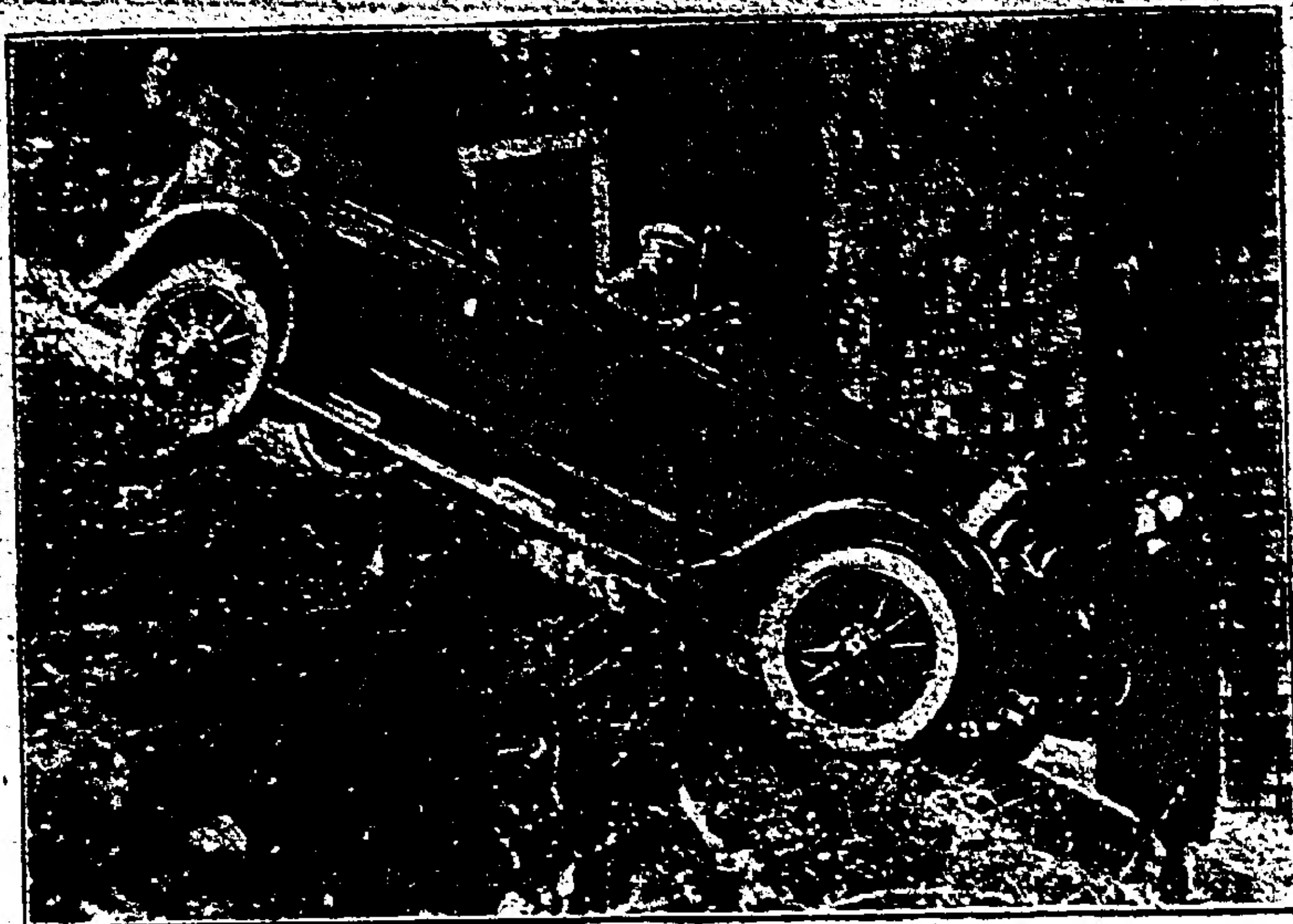
MODERN VALUES.

Two years ago the public were entitled to demand that prices of their cars should be reduced. To-day, however, with some notable exceptions the prices of the more popular cars have been reduced to a point where few articles of commerce can show to better advantage when compared with pre-war conditions.

That is why I think the subject should be "given a rest" so far as the public is concerned. It is doubtful whether we all recognise what exceptional motor-car values are offered to-day.

Anyhow, the only way to get lower prices than those of to-day is by largely increased outputs—unless quality is to be sacrificed. One manufacturer recently had a revised "materials" specification prepared. It showed him a valuable saving, and its adoption would have enabled a further reduction. For the time being, it is "keeping it up" and it would probably be everyone's ultimate advantage if he never brings it down.

THIS SHOWS WHAT FOUR-WHEEL BRAKES DO.



MOTOR RACING.

BECOMING POPULAR IN SPAIN.

The popular belief to the effect that bull-fighting is the sport followed in Spain from sunrise to sunset is gradually being destroyed by news that is reaching the outside world in regard to Spain's keen interest in automobile racing.

A group of Spanish sportsmen recently built a modern speedway at Sitges about 50 kilometres from Barcelona. On October 28th, the track was officially opened amid the greatest enthusiasm and interest.

And now road records are being contested by zealous automobilists. The feat of Sr. Rafael Bianchi in driving a stock model Studebaker Big Six on November 2nd, from Barcelona to Madrid, a distance of 671 kilometres, in four hours less time than the express train schedule between these two points, is a conspicuous example of this increasing interest in automobile records. Sr. Bianchi's time was two hours less than the former road record. It was a significant test of speed and endurance which served to win widespread admiration for the daring driver and the Studebaker Big Six.

SAFETY IN DRIVING.

Some Useful Advice.

A motor requires both hands on the steering wheel, both eyes on the road and one's whole mind on the job. Safe driving is impossible with eyes focused on the sidewalk fashion parade or with one arm around a girl. Love is commonly supposed to be blind, and it too often is—at the steering wheel.

Increase in motor cars and pedestrians requires additional care in driving. Emergencies may arise at any minute which require quick thinking and prompt action to avert a collision.

Keep your eyes straight ahead when driving forward and look back when in reverse. Watch constantly for vehicles coming from side-streets. It is sometimes hard to tell which vehicle will reach the intersection first and if there is any doubt, let the other fellow pass regardless of who is supposed to have the right of way.

When driving, drive. Don't depend on the other fellow!

Colossus of Road.

Capable of carrying 110 passengers, a new six-wheeled omnibus is an outstanding feature of the International Commercial Motor Transport and Road Development Exhibition at Olympia. The vehicle is jointed, with the motor section and is thus capable of turning in a very narrow road. Although in use in every big city in the world, this type of omnibus has not yet been licensed by Scotland Yard for use in London.

U.S. CHAMPIONSHIPS.

A Tribute to Firestones.

Los Angeles, Dec. 3.—Flashing second in the 250-mile race on the Los Angeles speedway on Thanksgiving Day, with his greatest rival, Jimmy Murphy, in third place and with Bennett Hill the winner, was sufficient to give the American Automobile Association championship title to the veteran Eddie Hearne, who displaces Murphy, winner of the title in 1923.

Decision of the championship went to the final race of the season, with Hearne in a safe lead, provided he could finish in the money and Murphy not win. Hill turned up the winner and Hearne landed second, so the final count of points for the season gives him the driving honors with 1883 points to Murphy's 1350. The unofficial standing of the championship field is as follows:

	Points
Hearne	1882
Murphy	1350
Hill	955
Hartz	820
Milton	810
Fengler	720
Wonderlich	363
Cooper	310
Elliott	266
Lewis	234

Of the eight championship events of the season, Hearne, driving a Durant Special, won twice—at Kansas City in July and Altoona in September. Murphy, also driving a Durant Special, won at Los Angeles on Washington's Birthday and at Fresno in April.

Milton won the 500 mile race at Indianapolis in an H. C. S. Special. Hartz, in a Durant Special, won at Fresno in September. Fengler, in a Wade Special, captured the Kansas City race in October, while the windup of the season, the Thanksgiving Day race at Los Angeles, fell to Hill, pilot of a Duessenberg.

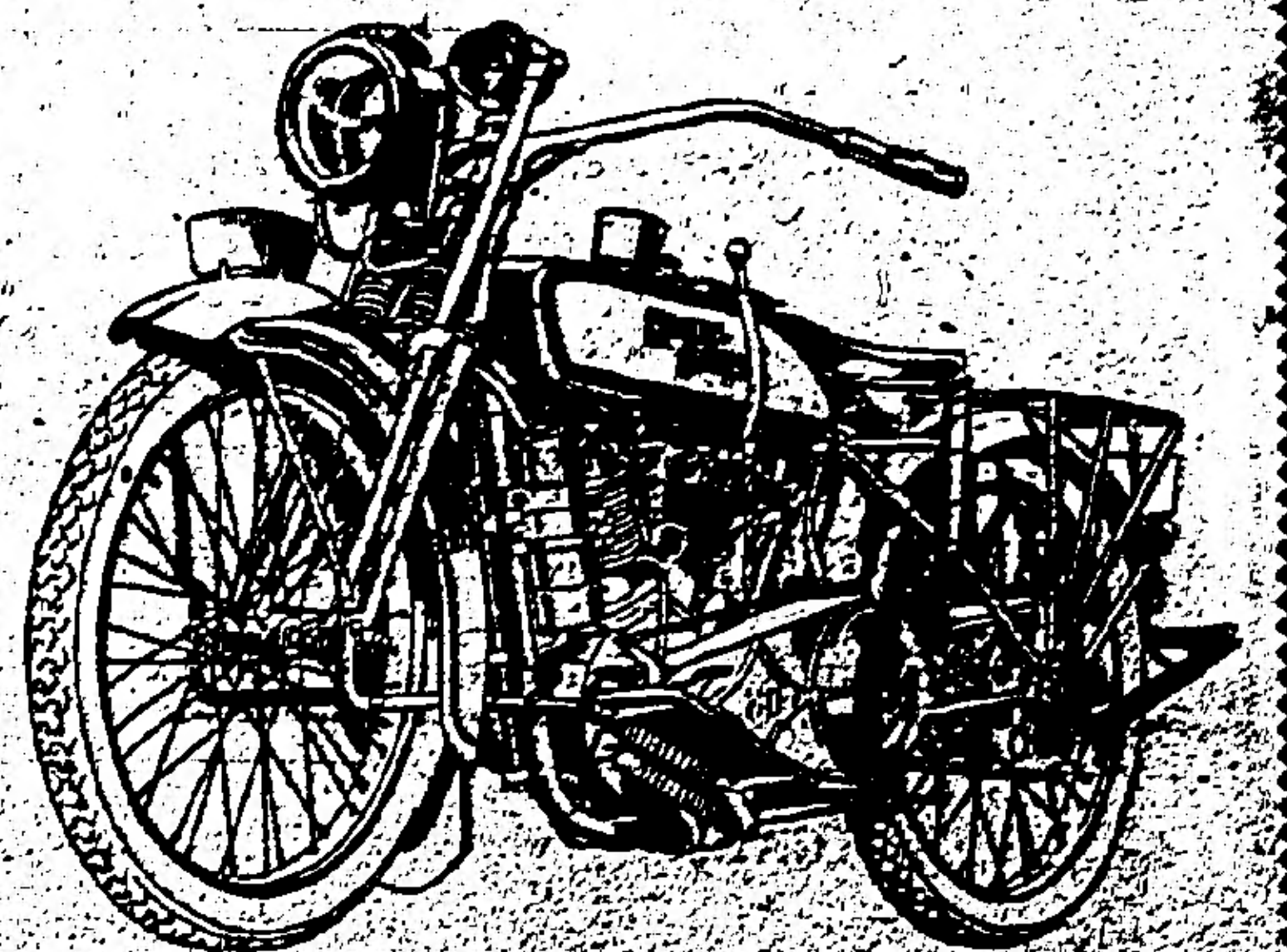
Hill did not break any records when he won last Thursday, turning the 250 miles in 2 hr. 13 min. 25 sec. equal to 112.44 m.p.h. Murphy finished third in 2 hr. 16 min. 30 sec. The record still stands to Murphy's credit at 115.65 m.p.h.

It is interesting to note that eight of the ten drivers named above were consistent users of Firestone Gum-Dipped Cords throughout the eight championship events of the season. The Firestone users were—Hearne, Murphy, Hill, Hartz, Milton, Fengler, Wonderlich, and Lewis.

A Fine Feat.

The fastest sustained feat of motoring in Australia was accomplished on November 27th, when Messrs. Norman Smith and L. Emmerson covered the 599 miles between the cities of Adelaide and Melbourne in 13 hours 21 minutes. Driving an Essex car at such high speed as to maintain an average pace of 44 miles an hour, the speedometer registered 100 miles on more than one occasion, and showed 90 miles frequently.

HARLEY DAVIDSON



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